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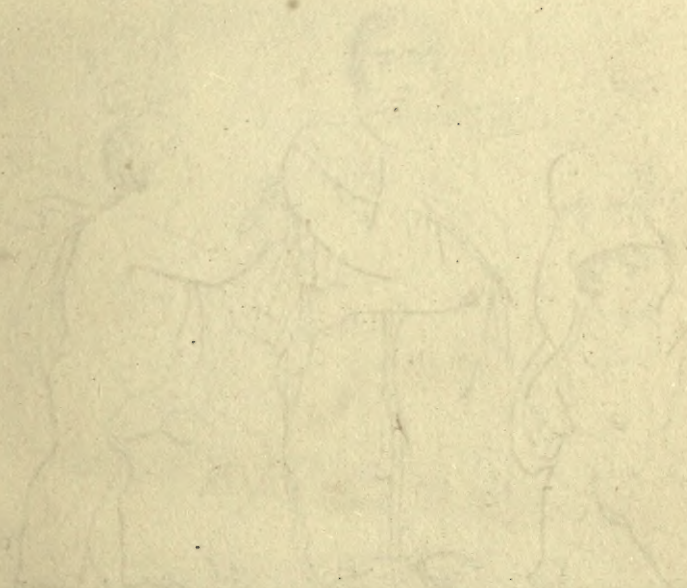
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NAVAL CHRONICLE

VOL. LXXV



Countess of the noble lady, the Hon. Mary

Countess of the noble lady

who was killed in the battle of

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in the battle of

in the battle of

NAVAL CHRONICLE.

VOL. XXVI.



Westmacott del.

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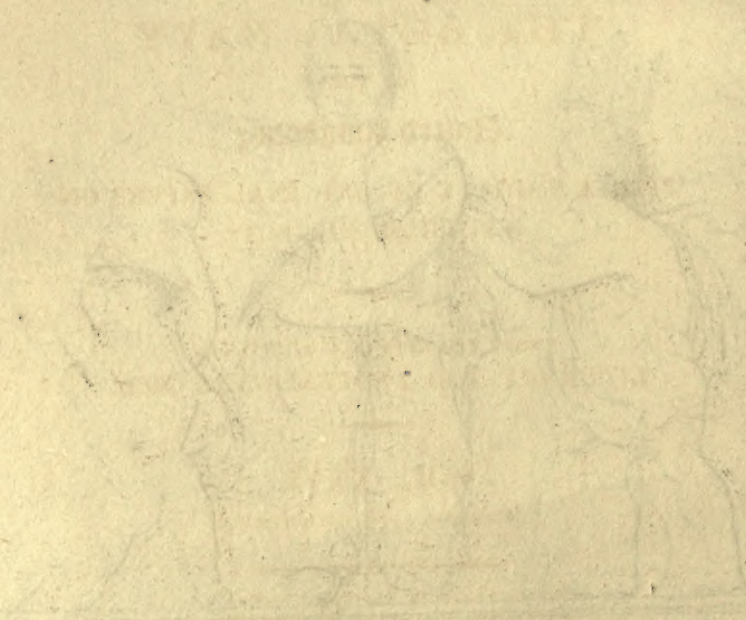
Erected at the public expence, to the Memory of
Capt.ⁿ John Locke,
who was killed commanding the
Bellerophon,
in the Battle of Trafalgar:
in the 44.th Year of his Age, and the 30.th of his Service.

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THE
Naval Chronicle,

FOR 1811:

CONTAINING A
GENERAL AND BIOGRAPHICAL HISTORY
OF
THE ROYAL NAVY
OF THE
United Kingdom ;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXVI.

(FROM JULY TO DECEMBER.)

Tu regere imperio populos Britanne memento ;
Hæc tibi erunt artes ; paci-que imponere morem,
Parcere subjectis, et debellare superbos.

LONDON:

PRINTED AND PUBLISHED BY AND FOR JOYCE GOLD, 103, SHOELAND;

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THE
Annual Chronicle

FOR 1841

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF THE ROYAL NAVY

OF THE

CHIEF ADMIRAL

WITH A VARIETY OF ORIGINAL PAPERS AND

NAUTICAL SUBJECTS

LONDON: AND WINDSOR: BY

VOL. XXIV

PRINTED BY

THE

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OF THE

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PREFACE

TO THE TWENTY-SIXTH VOLUME.

THE Editors of the NAVAL CHRONICLE present their twenty-sixth Volume to the Public, in the gratifying consciousness, that, neither in the record of important public events, nor in the varied display of useful and interesting information, will it shrink from a comparison with any of the preceding.

It may be said, that the star of Britain has, of late, shined with unusual brilliancy in the East. The capture of the Isle of France, so amply illustrated in our twenty-fifth Volume, has been followed by the surrender, respectively, of Ternate, one of the strongest islands in the Molucca Seas; of Gorontello; of the French port of Tamatavé, at Madagascar; and, though last, not least, of Batavia, and the whole of the Island of Java, west of the Cheribon. To expatiate on the value of the last-mentioned acquisition, would be superfluous. "An Empire," observes Lord Minto, in his official letter to the Earl of Liverpool, "which, for two centuries, has contributed greatly to the power, prosperity, and grandeur of one of the principal and most respected states of Europe, has been thus wrested from the short usurpation of the French government, added to the dominion of the British Crown, and converted, from a seat of hostile machinations and commercial competition, into an augmentation of British power and prosperity."

The capture of the Isle of France was also succeeded by a naval battle, off Tamatavé, as hardly fought, and as successful in its result, as most that have been recorded during the present war. The surrender of two French frigates, out of three, and the flight of the third, sufficiently prove the retention of our superiority.

Nearer home, and upon a smaller scale, our naval exertions have been displayed to equal advantage. Buonaparte will not soon forget the capture of one of his praams, by the Naiad frigate, off Boulogne ; nor the surprise of a convoy in the Gironde, effected by the superior address and bravery of the commanders of H. M. ships Diana and Semiramis.

These achievements are all duly recorded in our "*Letters on Service* ;" and, amongst other occurrences, of minor importance, the details of which are also preserved under that head, the contest between H.M. sloop of war, Little Belt, and the United States frigate, President, will be found deserving of particular attention. Though subdued by what may be termed an overwhelming force, the Little Belt never struck her colours !*

The NAVAL BIOGRAPHY, comprised in the present Volume, stands high in value and interest. The memoir of Captain Dacres occupies an unusual portion of room ; but the original historical documents, of which it has been made the vehicle, are of such a nature, that, we believe, few, if any, readers, can wish the space to have been otherwise filled. They cast a new and extraordinary light upon the Dardanelles Expedition ; and depict, in vivid colours, the narrow-minded policy, by which the conduct of great governments is sometimes regulated. The classical, as well as the political and naval reader, will also be gratified by the farther illustration of the proceedings before the Turkish capital, afforded by the descriptions accompanying the Charts of the Strait of the Dardanelles, and the Port and Canal of Constantinople. — Such genealogical particulars as relate to Captain Dacres, will best be seen by referring to the memoir of

* Commodore Rodgers's account of the action, as well as Captain Bingham's, with a report of the proceedings of an American Court of Inquiry, on the Commodore, and a variety of other particulars relating to the subject, will be found by referring to the Index. The report of the proceedings of the Court of Inquiry, holden at Halifax, on Captain Bingham, is postponed, from want of room, till the succeeding Volume.

his brother, the late Vice-admiral Dacres, in the present Volume.

The additional record of Admiral Sir J. B. Warren's professional services, while attached to the Western Squadron under Earl St. Vincent, contains extracts from many original letters, with much other historical information; and the memoir of Rear-admiral T. Bertie is entitled to notice, for its chronological accuracy, and the exactness of its details. Captain Grey's memoir is of some value, for the unpublished *Letters on Service* which it introduces.

Connected, in some measure, with the biographical department of the NAVAL CHRONICLE, are the *fac-similia* of the hand-writing of different officers. The present volume alone presents the following:—*Horatio Nelson, Nelson and Bronte, Earl St. Vincent, Sir Thomas Troubridge, Rear-admiral T. Bertie, Admiral Hunter, Sir W. S. Smith, Sir J. T. Duckworth, Sir Samuel Hood, Sir Alexander Ball, Captain Flinders, Col. J. Oliver, and the Committee of the Lords and Commons, for the Admiralty and Cinque Ports, in the year 1647.* The copy of Captain Pilgrim's commission, to which the last mentioned *fac-similia* are affixed, in that year, is an archæological curiosity.

The Correspondence of the NAVAL CHRONICLE continues to support its character for variety, independence, and professional utility. The more prominent articles under this head are, Admiral Hunter's plans for the construction of Life-boats, and for checking the recoil of naval artillery,* communicated by TIM. WEATHERSIDE; the cases of Captains Bray and Uvedale, by HEART OF OAK; the vindication of Admiral Patton's "*Natural Defence of an Insular Empire*," by AN OLD NAVAL OFFICER OF NO PARTY; and the elucidations of the Shipwreck of St. Paul, by D. L. AMATEUR, and J. C.—JOHN,

* It may be worth while to compare this with Admiral Bertie's plan, noticed at page 9.

PHILONAUT, A CONSTANT READER, DUILLIUS, VERITAS, TOM STARBOARD, A FRIEND TO NAVAL MERIT, and other contributors, are also entitled to thanks.

The great and serious importance of the Hydrographical department becomes monthly more and more conspicuous. It comprehends not only the geographical sites of places, but many local observations which are interesting to navigation in general. Under this head are also collected all notices to mariners, appertaining to pilotage, &c.—For his very valuable contributions to this department, we beg leave to return our most grateful thanks to I. S. S. To Captain Flinders, and to Colonel Oliver, commanding-in-chief at the Molucca Isles, we are also much indebted.—The numerous hydrographical articles in this Volume, will readily be found, on referring to the word **HYDROGRAPHY**, in the Index.

Amongst our **STATE PAPERS**, that which relates to the loss sustained by the East India Company, by the capture and wreck of shipping, in the years 1807-8, and 1808-9, will be found highly important.

Of the more miscellaneous and desultory parts of the Volume, it seems unnecessary to speak. With this rapid sketch of its leading contents, it is therefore consigned to that professional and public patronage, to which, it is presumed, the claim will not be found insufficient.

*** Authors or publishers of Naval Works are invited to transmit them to our Office, for the purpose of being reviewed; and we request a continuance of contributions from our kind Correspondents, which will always meet with early attention.—For the accommodation of Correspondents, &c. at the west end of the town, a letter-box is open at Mr. Andrews's, print-seller, Charing Cross.



THOMAS



BERTIE ESQ.^{RE}

Major General of the Ulster Squadron





The above Engraving, from a Drawing by Pocock, represents a View of the *Lady Banks*, a ship built for the East Country Trade, at Boston, Lincolnshire; taken from a sawpit in the Builder's Yard. Boston Steeple in the distance. From a Drawing by W. Brand, Esq. of Boston.

BIOGRAPHICAL MEMOIR
OF
THOMAS (HOAR) BERTIE, ESQ.

REAR-ADMIRAL OF THE WHITE SQUADRON.

"Men's characters are best illustrated by their actions."

CHRONOLOGICAL accuracy may fairly be regarded as one of the essentials of history, and of biography. The sound of flowing periods may be more grateful to the ear; but the absence of that charm is amply atoned for, by the information which the mind derives from a precise arrangement of dates, and a lucid detail of facts. The latter advantage we promise to the reader, in his perusal of the following record of Admiral Bertie's professional services.

This gentleman, the sixth child, and fourth son, of George Hoar, Esq. (of Middleton Era, in the county of Durham, but

latterly of London) and of Frances, his wife, daughter of William Sleigh, Esq. of Stockton-upon-Tees, was born in that town, on the 3d of July, 1758. He first went to a Latin school, at Eaglecliffe, Durham, under an able teacher (the Rev. Mr. Walker, M.A.) in June, 1766.

Mr. Hoar's friends intending him for the navy, availed themselves of a practice which was at that time allowed in the service; and, in March, 1771, he was put upon the books of the William and Mary yacht, then commanded by Captain Norton,* brother of the late Lord Grantley. In January, 1772, he went to a preparatory navigation school, at Stockton; and, in the month of July following, he was placed at Mr. Eaton's academy, in London, with the view of completing his nautical studies. In January, 1773, however, at the earnest recommendation of the late worthy Lord Mulgrave, † he entered on the private foundation of Christ's Hospital, London, where he acquired a full knowledge of the theoretical part of his profession.

At this seminary, which may with justice be mentioned as one of the best in the kingdom, for the study of navigation, Mr. Hoar first became acquainted with his friend, Vice-admiral Stirling; and with the late Lieutenant George Long, who was killed in storming a fort, upon the island of Ceylon, during the American war. ‡

* William Norton.—He was made a lieutenant in the navy, on the 7th of April, 1742; and, on the 15th of November, 1756, he was promoted to the rank of post captain, in the Amazon frigate, in which he proceeded to the West Indies. While on that station, he captured twenty-six privateers. He returned to England about the year 1760; and, after the conclusion of the war, he commanded the Africa, guard-ship, of 64 guns. He was appointed to the William and Mary, at least as early as 1768, and continued in her till his death, which took place on the 19th of April, 1779.

† A portrait and memoir of this officer are given in the VIIIth Volume of the NAVAL CHRONICLE, page 89.

‡ This was on the 11th of January, 1781; at which time Mr. Long was second lieutenant of the Superb, the flag-ship of Sir Edward Hughes, of whom a memoir and portrait will be found, in the IXth Volume of the NAVAL CHRONICLE, page 35. Sir Edward, in his official account of the capture of Ceylon, mentions Lieutenant Long, as “a most worthy and deserving officer, who was killed in advancing bravely to the assault, at the head of his company.”

The year 1773 may properly be considered as the period of Mr. Hoar's actual commencement of his naval life. About the month of October, he entered on board H. M. S. Seahorse—commanded by the late gallant Captain Farmer, who was afterwards killed in the Quebec*—and sailed for the East Indies. It should be mentioned, however, that the Seahorse was more immediately under the orders of the late Sir Edward Hughes, K.B. who had his broad pendant in the Salisbury, Captain George Robinson Waters.—On her outward bound passage, she stopped at the island of Madeira, and the Cape of Good Hope, and made the island of St. Paul, in the southern hemisphere.

It was in this ship that Mr. Hoar first met, and became the messmate of, his dear and valued friends, Nelson† and Troubridge; with whom he had the enviable fortune of enjoying the strictest intimacy, and an unbroken correspondence, till the respective periods when death deprived the country of their inestimable services—

“ When Britain mourned her noblest heroes lost ! ”

During the three years and a half that Mr. Hoar remained in the East Indies, he was occasionally at almost all our different sea-port settlements, on the coasts of Coromandel, Bengal, and Malabar; at Bombay, Surat, Muscat, the gulphs of Ormus, Arabia, and Persia; as high up the last, as the town of Bushire, within a short distance of the river Euphrates; and also at Malacca, China, Manilla, Luconia, Borneo, and all the range of islands along that coast.

On the 27th of June, 1777, by the desire of Lord Mulgrave, intimated to Sir Edward Hughes, Mr. Hoar was removed from the Seahorse to the Salisbury (still commanded by Captain G. R. Waters) in Madras Roads. In that ship, he became the messmate

* The remarkable circumstances connected with the death of Captain Farmer, are related at length, in a note to our memoir of Sir Thomas Troubridge, *Bart.* NAVAL CHRONICLE, Vol. XXIII. page 2.

† Lord Nelson's memoirs, from *memoranda* furnished by himself, will be found in the IIIrd Volume of the NAVAL CHRONICLE, page 157, *et seq.*; in the XIVth Volume, pages 386 and 497; and, in the XVth Volume, pages 37, 138, and 222. The preface to our XIVth Volume also contains references to a multitude of anecdotes, &c. relating to his Lordship.—A memoir of Sir Thomas Troubridge, as mentioned in the preceding note, is given, with a portrait, in Vol. XXIII. page 1.

of Vice-admiral George Campbell, and of the late Captain William Clarke, of H. M. S. Victorious.

Mr. Hoar left Madras Roads, to return to England, in the Salisbury, on the 15th of October following; arrived at the Cape of Good Hope on the 4th of January, 1778; sailed thence on the 8th of February; reached the island of St. Helena on the 20th; left St. Helena on the 9th of March; made the island of Ascension on the 18th; sailed thence on the following day; and arrived at Spithead on the 14th of May. His reception was highly gratifying; as his kind friend, Lord Mulgrave, who then commanded the *Courageux*, immediately sent for, and despatched him to town, with letters to Lord Sandwich, recommending him for promotion. He consequently passed for, and was made a lieutenant, on the 21st of the same month. On the following day, he joined the *Monarch*, of 74 guns, Captain (afterwards Sir Joshua) Rowley,* as fifth lieutenant, at Spithead.

Whilst belonging to the *Monarch*, Lieutenant Hoar introduced the life-buoy into the service. An experiment, much to the satisfaction of Captain Rowley, his officers, and people, was first made of its utility, at the anchorage at Spithead; and it soon afterwards became general in Admiral Keppel's fleet.

On the 27th of July, in this year (as already stated in our memoir of Sir Joshua Rowley) the *Monarch* led the van division, in the unsatisfactory encounter with the French squadron, under the Comte d'Orvilliers, off Ushant, and had two men killed, and nine wounded.†

In the month of December following, Commodore Rowley hoisted his broad pendant on board H. M. S. *Suffolk* (commanded by Captain Sir H. C. Christian ‡) taking Lieutenant Hoar, and some other officers, with him, from the *Monarch*. On the 25th he

* A memoir of the services of this officer is given at page 89 of our XXIVth Volume; and a memoir and portrait of his father, Sir Wm. Rowley, K. B. will be found in our XXIIId Volume, page 441.

† *Vide* NAVAL CHRONICLE, Vol. XXIV. page 94. For the particulars of the action, see also the memoir of Admiral Lord Keppel, Vol. VII. page 296, *et seq.*

‡ A memoir and portrait of Sir H. C. Christian are given in the XXIst Volume of the NAVAL CHRONICLE, page 177.

sailed from Spithead, with seven sail of the line, and three frigates, to reinforce Admiral Byron, in the West Indies. This squadron arrived at Barbadoes on the 20th of March, 1779; and, a few days afterwards, it joined Admiral Byron, at St. Lucia.

Lieutenant Hoar continued in the Suffolk; and, on the 6th of the succeeding July, he was in Admiral Byron's action with the Comte d'Estaign, off Grenada.* On this occasion, Rear-admiral Rowley, who had been promoted to his flag on the 19th of March preceding, commanded the rear division; and, notwithstanding the great disparity of force between the hostile fleets (the English having only 19 sail of the line, whilst the French had 27) the conflict terminated in a drawn battle. The Suffolk, however, was very warmly engaged; receiving much damage, and having seven men killed, and 25 wounded.

By this time, Lieutenant Hoar appears to have established his character, for bravery and skill. On the 18th and 19th of December, he was engaged in two boat actions, close to the shore of Martinique; having been ordered to destroy two ships, that were on the rocks, under the protection of the enemy's militia. This service he had the satisfaction of accomplishing, with the loss of only one man.

In March, 1780, he removed, with Admiral Rowley's flag, from the Suffolk, into the Conqueror, at St. Lucia; and was, consequently, in Rodney's successive actions with de Guichen, on the 17th of April, and 15th and 19th of May.† In the first of these engagements, as will be seen by referring to our memoir of Admiral Rowley,‡ the Conqueror sustained a heavier loss (13 killed and 36 wounded) than any in the fleet, the Sandwich, Cornwall, and Trident, excepted. In the affair of the 19th of May, Admiral Rowley's captain (Watson) a very brave man, lost his arm; and, in ten days afterwards, he died of the wound. His nephew, the late lamented Captain R. B. Burgess, and Lieutenant Hoar, attended his funeral, at St. Lucia, as chief mourners.

* For particulars of this engagement, *vide* NAVAL CHRONICLE, Vol. IV. page 186; Vol. VII. page 10; Vol. VIII. page 189; Vol. XX. page 341; Vol. XXI. page 178; and Vol. XXIV. page 95.

† *Vide* NAVAL CHRONICLE, Vol. I. page 376, *et seq.*

‡ Vol. XXIV. page 96.

In June, Mr. Hoar went with Admiral Rowley's flag, as third lieutenant, into the *Terrible*; and, in July, he removed from the *Terrible*, into the *Princess Royal*, of 90 guns, at the island of St. Christopher. Having been at all the Leeward Islands, in the latter ship, he proceeded to Jamaica, where he had the pleasure of meeting his old friend and messmate, Nelson, who had just returned from St. Juan in the *Janus*. Nelson at that time appeared to be so extremely ill, from his exertions in the fatal expedition on which he had been employed, that the hope of his long surviving was very faint.* Fortunately for himself and for his country, his youthful constitution successfully resisted the ravages of disease.

From July, 1780, till the 10th of August, 1782, Lieutenant Hoar accompanied Admiral Rowley, as his *aide-de-camp*, or own lieutenant.—On his arrival at Jamaica, the admiral shifted his flag from the *Princess Royal*, into the *Ulysses*, of 44 guns, commanded by Captain (afterwards Admiral) Thomas; next, it was hoisted on board the *Nestor*, of 28 guns, Captain Silverius Moriarty; subsequently, it was shifted into the *Ramilies*, also commanded by Captain Moriarty; and, lastly, it was hoisted on board the *London*, of 98 guns, Captain Kempthorne.

At the last-mentioned date, (August 10, 1782) Mr. Hoar was made a commander into the *Duc d'Estisac* sloop, of 16 guns; an appointment which took place at Port Royal, in consequence of the death of Captain Peter Rivett.—On the 9th of September, he sailed in this sloop, for North America, with a convoy of nine transports, under the orders of Captain Stoney, of the *Fox*. The object of this expedition was, to evacuate Charlestown, in South Carolina.—Captain Hoar entered Charlestown harbour on the 2d of October; left it on the 6th of the same month; and arrived at Jamaica on the 20th of November.—Soon afterwards, he sailed express, with despatches from Admiral Rowley to Admiral Pigott, at the Leeward Islands. He accordingly arrived at St. Lucia, on the 9th of January, 1783; returned thence with despatches from Admiral Pigott to Admiral Rowley, on the 25th; and reached Jamaica on the 2d of February following.

On the 12th of May, 1783, Captain Hoar sailed for England,

* *Vide NAVAL CHRONICLE*, Vol III. page 165.

in the *Duc d'Estisac*: he arrived in the Downs on the 16th of July; and, on the 7th of August following, his ship was paid off, at Deptford.

Unfortunately, by one of those unforeseen instances of neglect, which too frequently occur in the service, Captain Hoar was prevented from obtaining post rank, before the conclusion of the war.

A few years subsequently to this, a circumstance of importance occurred, in the private life of this officer, whom, hitherto, we have known only by the name of Hoar.—On the 20th of May, 1788, he married Catherine Dorothy Bertie, daughter of Peregrine Bertie, of Low-Layton, Essex, Esq. (of the late Duke of Ancaster's family) whose name he assumed, and has since borne alone, agreeably to his will.

Not being desirous of employment, during the peace, Captain Bertie, after his marriage, went to reside at Burn Hall, in the county of Durham. He remained there till the Spanish armament of 1790; when, through the kind and friendly interest of Lord Mulgrave, he was made a post captain, by Lord Chatham, on the 22d of November, in that year, and appointed to the *Leda*.

The dispute with Spain, however, was amicably arranged, and Captain Bertie was not again called upon, till September, 1795, when he was appointed, by Earl Spencer, to the *Hindostan*, at Spithead, and put under the orders of Commodore George Bowen. He sailed from thence, for Ireland, on the 2d of November, and arrived at Cork on the 8th; whence, after remaining three months wind-bound, the following squadron proceeded, with a convoy, for the West Indies:—

| <i>Ships.</i> | <i>Guns.</i> | <i>Commanders.</i> |
|-------------------|--------------|-------------------------|
| Canada | 74 | Commodore George Bowen. |
| Dictator | 64 | Captain T. Totty. |
| Hindostan | 54 | ——— T. Bertie. |
| Abergavenny | 54 | ——— E. T. Smith. |
| Malabar | 54 | ——— T. Parr. |
| Laurel | 28 | ——— R. Rolles. |
| Babet | 26 | ——— W. G. Lobb. |
| Tourterelle | 26 | ——— F. Fellowes. |
| Beaver | 16 | ——— J. S. Warner. |

The transports which sailed under the protection of this

squadron, as part of the unfortunate expedition to the West Indies,* had 9000 troops on board, under the orders of Major-general White. These troops were destined for an attack on St. Domingo ; but, from the unhealthfulness of the climate, and the direful effects of the yellow fever, they nearly all died, without having been employed on any active service whatsoever.

Captain Bertie was himself seized with the yellow fever, whilst commanding at Port au Prince, and he was obliged to apply to Sir William Parker, to be surveyed. This accordingly took place at Cape Nichola Mole. The order was kindly forwarded by Sir J. T. Duckworth ;† when Captain Bertie left the West Indies, in an American ship, in the month of October, 1796.

On the 29th of March, 1797, after he had recovered from the attack of the yellow fever, he was appointed, by Lord Spencer, to the command of the Braakel, of 54 guns, at Plymouth ; where, soon afterwards, the memorable mutiny in the fleet broke out.‡ To the credit of the Braakel's crew, however, they were as little concerned in it as possible ; refusing, on many occasions, to send delegates, or to take any active part whatsoever.

On the 13th of August, Captain Bertie left Plymouth, in the Braakel, for the Nore ; where, on the 24th of the same month, he was appointed, by Lord Spencer, to the Ruby, of 64 guns, then just returned from the Cape. Early in the October following, having been found in too defective a state to be docked, the Ruby was paid off, at Chatham ; and, immediately on the death of Captain Burges, of the Ardent,§ who was killed in Lord Duncan's

* Some particulars of the disasters attendant on this expedition, will be found in our memoir of Sir H. C. Christian, NAVAL CHRONICLE, Vol. XXI. page 181.

† A memoir and portrait of this officer are given in the XVIIIth Volume of the NAVAL CHRONICLE, page 1.

‡ For some interesting particulars relating to this mutiny, *vide* NAVAL CHRONICLE, Vol. IV. page 98, *et seq.*

§ Captain Richard Rundle Burges.—This gentleman was the only officer of note, who was killed in the engagement off Camperdown. He led his ship into action in the most gallant manner, and fell most nobly supporting his brave admiral, one of whose seconds he was.—A description of the monument which was erected by government, to the memory of Captain Burges, in St. Paul's Cathedral, will be found in our VIIth Volume, page 427.

memorable action, off Camperdown, on the 11th of October,* Captain Bertie was appointed to the command of that ship, at the Nore. In the succeeding month he took her up to be docked at Chatham.

It may here be proper to mention an improvement, which Captain Bertie effected on the 42-pounder carronades, belonging to the Ardent's main-deck; particularly as the improvement was generally adopted, for some years afterwards, in all his Majesty's ships having that description of ordnance on board.—Observing, when he was first appointed to the Ardent, that the inclined plane of the carriage was in a contrary direction to what, he conceived, it ought to be—being *within-board* instead of *without*—Captain Bertie communicated his ideas on the subject to the Board of Ordnance; and, in a correspondence which ensued, he had the satisfaction of convincing that Board of the utility of his proposed alteration. Orders were consequently given, for fitting up the carronades at Chatham, according to Captain Bertie's directions. The alteration consisted simply in depressing the stole of the carriage two inches. This not only imparted to it the good property of being worked, and run out, with a smaller number of men—(the 42-pounders being afterwards fought, and exercised, with only four men each, without any exertion or difficulty)—but it also checked the recoil, and necessarily added to the force of the shot. The simplicity of this improvement seems strongly to entitle it to attention.

On the 4th of December, Captain Bertie was ordered to attend a court martial, on board the Circe frigate, at Sheerness, Admiral Lutwidge, president. This Court was assembled for the purpose of trying Captain John Williamson, late of H. M. S. Agincourt, upon charges exhibited against him by Captain Thomas Hopper, of the marines, for his conduct in the then recent action of the 11th of October. The court sat till the 1st of January, 1798, when its opinion was delivered in the following terms:—

“ The court having heard the evidence on the part of the prosecution,

* For the particulars of this engagement, the reader is referred to our memoir of the late Admiral Lord Duncan, NAVAL CHRONICLE, Vol. IV. page 106, *et seq.*

and the defence, together with all the evidence the prisoner chose to bring forward; and after having weighed the whole, maturely and deliberately, are of opinion, that the charges of cowardice and disaffection have not been proved against the said Captain Williamson. That the other charges have been proved in part, therefore the court pronounces the following sentence:—

“ That the said Captain John Williamson be put at the bottom of the list of post captains, and be rendered incapable of ever serving on board any of his Majesty's ships.”

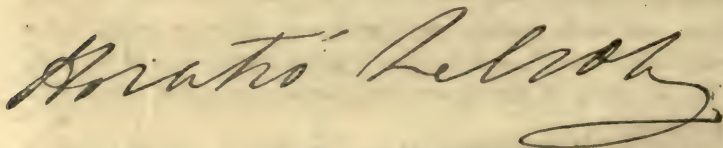
We have been thus particular in noticing this trial, for the purpose of introducing to our readers two original letters which it occasioned, from Sir Horatio Nelson to Captain Bertie. The first of these, written while the court was sitting, is as follows:—

“ MY DEAR BERTIE,

“ 141, Bond-street, December 11th, 1797.

“ You have reason to abuse me, for not long ago answering your affectionate letter; but truly, till last Monday, I have suffered so much,* that I hope for your forgiveness. I am now perfectly recovered, and on the eve of being employed. You are on a most unpleasant service; but the country demands a strict scrutiny, and we rest confident that you will do ample justice, be that what it may. Remember me kindly to your worthy President, and such of those with you that I know, and believe me ever

“ Your affectionate friend,



The succeeding epistle, written immediately after the close of the trial, deserves an attentive perusal from every officer and man in the navy:—

“ MY DEAR BERTIE,

“ Bath, January 4th, 1798.

“ I thank you very much for your early notice of the event of Captain W.'s long trial.† The court has been a most patient, and certainly a most lenient one. As to myself, upon the general question, that if a man does

* This alludes to the wound which Admiral Nelson received at Teneriffe, when he lost his right arm.—Ed.

† Captain Bertie communicated the sentence of the court to his friend, Admiral Nelson, the day before it was passed. The members of the court had been two days in forming their determination upon it.

Not do his utmost, in time of action, I think but one punishment ought to be inflicted. Not that I take a man's merit from his list of killed and wounded, for but little may be in his power, and if he does his utmost in the station he is placed, he has equal merit to the man who may have his ship beat to pieces, but not his good fortune. I dare say there were some favourable circumstances on W.'s trial, and it is a virtue to lean on the side of mercy, and I have only to hope it will have its effect. Upon officers going into action, I would have every man believe, I shall only take my chance of being shot by the enemy, but if I do not take that chance, I am certain of being shot by my friends. I shall finish my observations in wishing you joy of its being over. Sheerness is a miserable place. When I was at Chatham I went on board the *Ardent*, and I think her the finest man of war upon her decks that ever I saw. I hope by this time you are known to Captain Berry.* I can assure you that he is a perfect gentleman in all his ideas, and one of the best and most gallant officers in our service. Pray tell Berry I thank him for his letter, and will write to him in a day or two. Remember me to Mr. Proby,† and all my friends about you, and

“ Believe me, my dear Bertie,

“ Your most obliged and sincere friend,

“ HORATIO NELSON.”

On the 10th of March, 1799, having been directed to put himself under the orders of Lord Duncan, Captain Bertie arrived in Yarmouth Roads; and he remained on that station, employed in the blockade of the Texel fleet, until the expedition to Holland took place.‡ He then (August 21) received orders to place himself under the command of Sir Andrew Mitchell; who, on the 30th of the same month—(a landing having been made good on the 27th, and the Helder obtained possession of)—passed, with his squadron, through the Nieuve Diep, up to the Vlieter, near to which the Dutch fleet, consisting of eight sail of the line and four frigates, commanded by Admiral Storey, were lying at anchor. The enemy were allowed one hour's deliberation, to fight or to surrender;

* Captain Sir Edward Berry.

† The then commissioner of Chatham Yard.

‡ The Gazette despatches, relating to this expedition, will be found in the IIIrd Volume of the NAVAL CHRONICLE, page 616, *et seq.* An historical account of the expedition, throughout its progress, comprising various official documents, will also be found in our memoir of the late Sir Andrew Mitchell, K.B. Vol. XVI. page 98, *et seq.*; and, in Vol. II. page 436, is a map of the Texel and Vlieter Roads, with the country of Holland, as far south as the Hague, illustrating the operations of the expedition.

and, the latter having been agreed to,* Captain Bertie was ordered to take possession of the Admiral De Ruyter, of 68 guns. He left the Texel, on the 10th of September, and arrived safely at the Nore, with the Dutch fleet.

Relating to this expedition, Captain Bertie, some time afterwards, had the pleasure of receiving the following letter, from his valued friend, Lord Nelson :—

“ MY DEAR BERTIE,

“ *Port Mahon, October 17th, 1799.*

“ I feel very much gratified by your kind and affectionate letter of August 1st,† and most heartily rejoice on all your unexampled success in Holland ; and I most fervently hope, that, by all our joint exertions, that peace will very soon come amongst us. To say the truth, I am most heartily tired of the war ; for our allies have, in so many instances, played us foul, that they are not to be trusted. Austria, I fear, in particular. I am glad Mitchell is amongst you : pray remember me kindly to him, and Lord Duncan, and to all my friends about you.‡ I expect Troubridge here every moment : he is as excellent as ever. Berry joined a few days ago, and desires his kind remembrances ; and believe me, dear Bertie, with the greatest affection, your old and attached friend,

“ NELSON.”

On the 24th of September, in the same year, (1799) Captain Bertie received orders to join Lord Duncan. He accordingly sailed from the Nore, and arrived in Yarmouth Roads on the 27th. On the 22d of October he proceeded, with Admiral (afterwards Sir Archibald) Dickson's fleet, to assist in the evacuation of the Texel, the embarkation of the troops, &c. He arrived there on the 25th,

* Admiral Storey's written reasons, for surrendering the Dutch fleet, will be found in the II^d Volume of the NAVAL CHRONICLE, page 619. “ The traitors whom I commanded,” says he, “ refused to fight ; and nothing remains to me and my brave officers, but vain rage, and the dreadful reflection of our present situation : I therefore deliver over to you the fleet which I commanded.”

† It is presumed that Captain Bertie, in the letter here alluded to, did not omit the opportunity of paying his friend some proper compliment, on his glorious achievement at Aboukir ; of which, it will be recollected, the 1st of August was the anniversary.—ED.

‡ It is remarkable, that, at the very instant of time when Captain Bertie received this letter, (at North Yarmouth, on the 29th of November, 1799) Lord Duncan and Admiral Mitchell were dining with him ; one of them sitting on each hand ! The pleasure thus afforded to this triumvirate of friends will easily be conceived.—ED.

and anchored off the Land Diep ; on the 27th, he received 900 troops on board ; he left the Texel on the 28th ; and, on the 30th, arrived in Yarmouth Roads.—He afterwards, in common with the other officers of the fleet, received the thanks of Parliament, for his services in Admiral Mitchell's expedition.

In the month of April, 1800, Lord Duncan struck his flag, and Captain Bertie, who still retained the command of the *Ardent*, was placed under the orders of Admiral Dickson.—It was in the summer of this year, that a misunderstanding arose between the British government and that of Denmark ; in consequence of the latter resisting the right of British ships of war to examine neutral vessels. Persisting in this resistance, two Danish frigates were taken, at different periods ; and, that no time might be lost, Lord Whitworth was despatched to the Court of Denmark, to demand an explanation on the subject. To give weight to the negotiation, as well as to secure and protect the Baltic convoy, should not the Danish government accede to the desired arrangement, his lordship was accompanied by the following fleet, under the command of Admiral Dickson :—

| <i>Ships.</i> | <i>Guns.</i> | <i>Commanders.</i> |
|------------------------|--------------|----------------------------|
| Monarch | 74 | { Vice-admiral A. Dickson. |
| | | { Capt. R. Mosse. |
| Ardent | 64 | — T. Bertie. |
| Polyphemus | 64 | — Geo. Lumsdaine. |
| Veteran | 64 | — A. C. Dickson. |
| Glatton | 54 | — C. Cobb. |
| Romney | 50 | — Sir H. R. Popham. |
| Isis | 50 | — J. Walker. |
| Andromeda* | 32 | — Jas. Bradley. |
| Waakzaamheid | 26 | — D. Atkins. |
| Martin | 16 | — Hon. M. St. Clair. |
| Volcano (bomb) | 8 | — Hon. F. P. Irby. |
| Hecla, ditto. | 8 | — S. T. Digby. |
| Sulphur | 8 | — J. Wainwright. |
| Zebra, ditto. | 8 | — E. S. Clay. |
| Boxer, gun-vessel | 8 | — Lieut. T. Gilbert. |
| Furious, ditto. | 10 | — W. Trott. |
| Griper, ditto. | 10 | — M. Graham. |
| Swinger, ditto. | 10 | — M. M'Dougall. |
| Haughty, ditto | 10 | — Field. |

* The frigate in which Lord Whitworth sailed.

This fleet, which sailed for Elsineur Roads on the 9th of August, and arrived there on the 20th, was, some time afterwards, joined by the following reinforcement :—

| <i>Ships.</i> | <i>Guns.</i> | <i>Commanders.</i> |
|------------------|--------------|--------------------|
| Cumberland | 74 | Capt. T. Graves. |
| Terrible | 74 | — Wm. Wolsley. |
| Resolution | 74 | — A. H. Gardner. |
| Agamemnon | 64 | — R. D. Fancourt. |
| Raisnable | 64 | — C. Boyles. |
| Monmouth | 64 | — G. Hart. |

With the view of opposing the wishes of the British government, Denmark at this time had equipped the following fleet, of 18 sail of the line, besides frigates, &c.

| <i>Ships.</i> | <i>Guns.</i> | <i>Commanders.</i> |
|------------------------|--------------|--------------------|
| Admiral Waldemar.... | 80 | Capt. Fisher. |
| Neptune | 80 | — Tondes. |
| Justitia | 74 | — Ursin. |
| Sophia Frederica | 74 | — Luttkin. |
| Odin | 74 | — Fisher. |
| Zealand | 74 | |
| North Star | 74 | |
| Crown Princess Maria.. | 74 | |
| Three Crowns | 74 | |
| Denmark | 74 | — Geib. |
| Skiold | 74 | — Herbst. |
| Heir Apparent | 74 | — Brelle. |
| Dismanschen | 64 | — Holsteig. |
| Louisa Augusta | 64 | — Schultz. |
| Indigenatracht | 64 | |
| Denebrog | 64 | |
| Holstein | 64 | |
| Der Sieg | 64 | |

The British fleet, as already stated, reached Elsineur Roads on the 20th of August, and anchored in a line, close alongside of four Danish seventy-fours. On the 22d and 24th of the month, the Danish fleet got under weigh three times. Admiral Dickson did the same with his squadron, keeping within pistol-shot, and coming to an anchor with them. On the 25th, the Danish fleet moved towards Copenhagen, unmolested, Lord Whitworth having

completed his mission, by the acquiescence of the Court of Denmark with all the demands of Britain.*

On the 7th of September, the British fleet left Denmark, for Yarmouth Roads, where it arrived in safety, on the 14th of the same month.†

On the 28th of February, 1801, Captain Bertie received orders to hoist Sir Hyde Parker's flag, in the *Ardent*, and to place himself under his command. It must have been, we apprehend, about this time, or rather before, that Captain Bertie made an application, for an appointment to a 74; a circumstance which drew forth the following handsome letter from Earl St. Vincent, who then presided at the Admiralty :—

“ SIR,

“ Although I never had the good fortune to serve in the same fleet with you, as far as my knowledge goes, I am no stranger to your merits and pretensions, which I admit in the full extent of your statement.—I conclude your wish is not to be removed from the *Ardent*, until the important and critical service Sir Hyde Parker has so judiciously been called upon to carry into execution is performed, when you may rely upon my paying every attention in my power to your wishes; having the honour to be, Sir,

“ Your most obedient humble servant,

St Vincent

“ Admiralty, 3d March, 1801.”

* The origin, progress, and termination of this dispute will be seen, by referring to the IVth Volume of the NAVAL CHRONICLE. At page 157, is an account of the capture of the Danish frigates, by the *Nemesis*, Captain Baker, and the *Leviathan*, Admiral Duckworth, with accompanying remarks; at page 158 are certain articles of the Treaty of Commerce, between Great Britain and Denmark, relative to the subject in dispute; at page 240, is a journal of the proceedings of Admiral Dickson's squadron, from the time of its sailing from Yarmouth Roads, till its return; at page 243, are given the principal Articles of the Convention, agreed to by Lord Whitworth; and, at page 302, *et seq.* are various state papers, relative to the negotiation.

† It may be proper to remark, that it was during this expedition to Denmark, that the first trial was made of Sir Home Popham's telegraphic

On the 10th of March, Sir Hyde's flag was removed into the London, in Yarmouth Roads; on the 12th, Captain Bertie sailed with the expedition to Copenhagen;* on the 19th, he entered the Cattegat, with a fair wind; on the 25th, he was ordered to put himself under the command of his old friend and messmate, Lord Nelson; and, on the 26th, he accordingly went on board the *St. George*, where he consulted with, and received some directions from his lordship, relative to the intended attack on the Danish capital. On the 27th, Lord Nelson shifted his flag from the *St. George* to the *Elephant*; and, on the 28th, he wrote the following letter to Captain Bertie:—

“ MY DEAR BERTIE,

“ I thank you for your truly kind note, and am very sorry that any thing should have caused you a moment's uneasiness. Freemantle and Stewart are perfect good friends. I will talk to your pilot, but I do not much mind what they say. Our ships will ride any where, and the wind which makes a sea will send us to our destination. Last night the Governor of Cronenburg had no orders to fire on us; but the devil trust them, I will not. Wishing you, with myself, every success, in all our undertakings,† believe me ever, my dear Bertie, your faithful and affectionate friend,

Nelson

“ March 28th, 1801.”

signals, which were approved by the fleet.—A portrait and memoir of this officer are given, in the XVIth Volume of the *NAVAL CHRONICLE*, pages 265 and 353.

* This service is elucidated, by a chart of the Sound, Copenhagen, &c. in the Vth Volume of the *NAVAL CHRONICLE*, page 312; and, in addition to the historical and official details of the battle of Copenhagen, given in the same Volume, pages 334 and 351, much information will be found, in our memoirs of the following officers, engaged on the occasion:—Sir T. Graves, Vol. VIII. page 371; Sir T. B. Thompson, Vol. XIV. page 14; Lord Nelson, Vol. XIV. page 391; Admiral Domett, Vol. XV. page 12; Admiral G. Murray, Vol. XVIII. page 189; and Captain Inman, Vol. XXV. page 13.

† By way of explaining this allusion, it may be proper to remark, that Lord Nelson had done Captain Bertie the honour of giving him the command, in the first plan for the attack on the Danish *defension*, before the town of Copenhagen. This his lordship had been induced to do, from the receipt of false information from home, respecting the line of defence immediately before the town; but, as soon as he detected the error, he wholly changed his plan of operations, and took the command himself.

The English fleet did not pass Cronenburgh Castle till the 30th of March. It was fired upon from that fortress, but without sustaining any injury; and it anchored in Copenhagen Roads. On the 1st of April, twelve sail of the line got under weigh, and went through the outer deep, into the grounds, and anchored nearly opposite to Copenhagen, but to the southward. Early in the morning of the 2d, all the captains of the fleet received farther orders from Lord Nelson. They then immediately got under weigh, and, a little after nine, A.M. commenced the attack upon the Danish *defension*. In this attack, which continued till half-past two P.M. Captain Bertie particularly distinguished himself; compelling four sail of the Danish flotilla, large and small, to strike to the *Ardent*, which had also been engaged with the *Lunette Quintus*. On this occasion, the *Ardent* expended 246½ cartridges, and 2693 shot, of different description. She had 130 men killed and wounded, and was severely damaged; as will be seen at length, by a curious document, inserted in our VIth Volume, page 202.*

It has become a trite remark, that humanity and true bravery are inseparable. It deserves, however, to be mentioned, that, in this action, while the *Danneborg*—the ship of the Danish commodore, Fischer, who had quitted her some time before—was on fire, Captain Bertie sent an officer, in the *Ardent's* launch, with orders to save as many of her crew as possible, but not to go alongside, lest the boat should be swamped, or overset. The captain of the *Danneborg*, named Bramme, who was severely wounded at the time, hailed the launch, to ascertain the name of the English ship and captain that had sent her; and, on receiving the information, he paid a handsome compliment to the gallant commander of the *Ardent*; adding, that he should make a point of acquainting the Prince of Denmark with his generous attention and humanity. The launch returned with this message, having picked up twenty-three of the *Danneborg's* crew. That ship soon afterwards blew up, with all the killed, wounded, and sick on board, amounting to upwards of 200 persons.†

* Captain Bertie's services, this day, procured him the satisfaction of, a second time, receiving the thanks of Parliament.

† As connected with the subject of humanity, we here introduce the

Early on the following morning (April 3) Lord Nelson, and his captain, the present Sir Thomas Hardy, went on board the *Ardent*, to thank Captain Bertie, his officers, and people, for their conduct and exertions on the preceding day; a compliment which was returned with six cheers, on their leaving the ship.

Captain Bertie was left, by order, at the same anchorage, before Copenhagen, till the 4th; employed in exchanging the prisoners, and in destroying, and towing off, the Danish flotilla. On that day, he received directions to join Sir Hyde Parker, in Copenhagen Roads. He accordingly went on board the *London*, taking with him one of the Danish captains (the other three having been killed, or severely wounded) and the lieutenants of the four ships which had struck to the *Ardent*; together with their swords, which, from the bravery of their late owners, Captain Bertie much wished

following excellent letter from Mr. Thomas Woodroffe Smith (a Quaker) of Stockwell Park, Surrey, to Captain Bertie; soliciting forgiveness for Joseph Ives, a seaman of the *Ardent*, who had left his duty to visit his wife when dangerously ill, and was consequently reported, *absent without leave*. It is scarcely necessary to say, that the pleading of the honest quaker was not in vain: the man was pardoned.—

“RESPECTED FRIEND,

“I cannot permit myself to believe, that my addressing thee will be deemed intrusive, its cause being that of humanity.

“The bearer, Joseph Ives, has applied to me, expressing his apprehension of his having incurred thy displeasure, in leaving his duty to visit his wife, whom he knew to be very dangerously ill; she died before his arrival.

“I had rendered his wife's father some assistance; he worked in my gardens; by him the bearer was introduced to me to return thanks for some small relief his wife had received; this gave me the opportunity of remarking with pleasure, that he was hearty, firm, and dutiful, in his expressions of the service in general, and his being under thy command.

“He seems much alive to his domestic concerns; may I hope that this will plead for the poor fellow with thee; the death of his wife is a fatal proof of the truth of his motives.

“The brave are always generous, and am I not pleading with the commander of the *Ardent*?

“I am, very respectfully,

“Thy assured Friend,

“THO. WOODROFFE SMITH,

“Stockwell Park, Surry,

“18 of 6 mo. (June) 1798.”

“Captain Bertie.”

to return. Sir Hyde Parker not opposing this generous request, Captain Bertie had the happiness, in restoring the swords to his prisoners, to express his admiration of the able and gallant manner in which they had been used.

On the 9th of April, Captain Bertie was appointed, by Sir Hyde Parker, to the *Bellona*, in the room of Sir T. B. Thompson, who had lost a leg in the action ;* and, on the 16th, he sailed in quest of the Swedish fleet, which was descried at anchor, in Carlscrona, on the 19th following, consisting of eight sail of the line, and five frigates. No attempt was made on them ; and, on the 25th, the English squadron anchored in Kioge Bay.

On the 5th of May, Sir Hyde Parker having received orders of recall, hoisted his flag on board the *Blanche*, and returned to England. At the same time, Captain Bertie was directed to put himself more immediately under the orders of Lord Nelson, as the commander-in-chief. On the 6th he sailed from Kioge Bay, and proceeded to Revel, with 11 sail of the line, in pursuit of the Russian fleet. This squadron arrived at Revel on the 13th, when it appeared that the Russians had sailed for Cronstadt, on the 9th preceding. Immediately after the squadron had anchored, Captain Bertie went on board Lord Nelson's flag-ship, the *St. George* ; when his lordship, in that significant manner, which they who knew him will instantly recognise, noticed the departure of the Russian fleet, by the exclamation—"Tom, they are gone !"

The next day, Captain Bertie, and three or four other captains, went on shore with Lord Nelson, and were treated with great civility and attention by the principal officers of the Russian government.

On the 17th of May, Captain Bertie left Revel ; and, on the 23d, when off the island of Bornholm, he was put under the orders of Rear-admiral Totty, to watch the Swedish fleet, with eight sail of the line. He then took leave of Lord Nelson, who went to Rostock.

About this time, Captain Bertie had the pleasure of receiving the following congratulatory letter, from his friend Captain Trou-

* A portrait and memoir of this officer will be found in the XIVth Volume of the NAVAL CHRONICLE, page 1.

bridge,* who was at that time one of the Lords Commissioners of the Admiralty:—

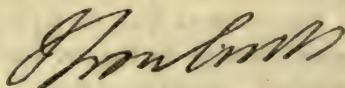
“ MY DEAR BERTIE,

“ *Admiral's, May 7, 1801.*

“ I have received your very friendly letter of the 25th, and feel much pleased my old messmate had an opportunity of so very ably distinguishing himself. You will have heard of your being confirmed into the *Bellona*, which I trust meets your wishes. Many thanks for all the information your letter contains. I am so much hurried I have not time to answer you fully. My daughters are well, and desire to join me in best wishes to you,

“ And believe me, my dear Bertie,

“ Yours, most faithfully,



“ My best respects to Lord Nelson, and kind remembrance to all my friends.”

On the 19th of June following, Captain Bertie was directed again to place himself under the orders of Lord Nelson, in Kioge bay. He anchored there on the 21st, and found that his lordship had sailed for England, in the *Kite*, and that Sir C. M. Pole † had arrived, as his successor in the command of the fleet. He remained under Sir Charles Pole, till the 7th of July, cruising in the Baltic; when he was put under the orders of Rear-admiral Sir Thomas Graves, K.B. ‡ with whom he sailed over the grounds, and through the Sound and Cattegat, with twelve sail of the line.

When off the Nose of Norway, on the 10th of the same month, Captain Bertie was directed to put himself under the command of Captain Tyler, and to go north about, to Ireland. He accordingly arrived at the Cove of Cork, on the 26th, with six sail of the line; on the 30th, he left Cork, with Captain Tyler, and four sail of the line; and, on the 10th of August, he arrived in the Bay of Cadiz, where he joined his old friend and schoolfellow,

* A memoir and portrait of Sir Thomas Troubridge are given in the XXIIIrd Volume of the *NAVAL CHRONICLE*, page 1.

† A portrait and memoir of Sir C. M. Pole are given in the XXIst Volume of the *NAVAL CHRONICLE*, page 265.

‡ This officer's portrait and memoir will be found in the VIIIth Volume of the *NAVAL CHRONICLE*, page 353.

Captain Stirling, who then commanded the *Pompée*, and a squadron blockading the Spanish fleet.

Captain Bertie remained under Captain Stirling, till the arrival of his much valued and respected friend, Sir James Saumarez,* on the 16th of the same month; from which time, till the termination of the war, in October following, he remained under the orders of Sir James, employed in cruising, and in the blockade of Cadiz. During that period, however, the fleet was, for a short time, commanded by Sir Charles Pole, in the *St. George*; and, on the 10th of November, when the prescribed term for the cessation of hostilities had expired, that officer sailed for England, in the *Ramilies*. Captain Bertie sailed at the same time, and arrived at Gibraltar, with Sir Charles, on the 14th. In consequence of a French fleet, with a military force on board, having been sent to St. Domingo, two English squadrons, of four sail of the line each, were despatched from Gibraltar; and, on the 20th of January, 1802, Captain Bertie sailed with, and was again put under the orders of Captain Tyler, for Jamaica. He anchored at Port Royal, where he joined Sir John Duckworth, on the 15th of February; on the 17th, he left that harbour, and joined Admiral Montagu, off the island of Navassa, on the 23d; and returned to Port Royal on the 6th of March. Soon afterwards, he again sailed for the station off the island of Navassa, and joined Commodore Darby's squadron, of eleven sail of the line; with which he continued cruising, under the Admirals Montagu and Campbell, till the 13th of May. He then received instructions from Sir John Duckworth, to take eight sail of the line (the *Bellona*, *Vengeance*, *Powerful*, *Defence*, *Carnatic*, *Brunswick*, *Edgar*, and *Orion*) and their captains, under his command, and return with them to Spithead; where he accordingly arrived on the 24th of June, in the *Bellona*, which was paid off on the 6th of July following.

Short, it will be recollected, was the peace, or rather truce, of Amiens. Hostilities again commenced in the month of May, 1803. Captain Bertie immediately made an offer of his services to the Admiralty; but he was not called upon till the 3d of No-

* A portrait and memoir of this officer will be found in the VIth Volume of the *NAVAL CHRONICLE*, page 85.

vember. He was then appointed to the *Courageux*; and, early in December, he was ordered to receive the flag of Admiral Dacres, and to take out a large convoy, of 170 sail, to the West Indies. On the 4th of January, 1804, he left St. Helen's, with a fine fair wind; but, on the 8th, it shifted to the S.W.; and, between the 15th and 28th, it blew one of the most tremendous gales ever experienced. After splitting all his sails, springing some of the yards, carrying away his top-masts, breaking six tillers (five of which were made on board) scuttling the lower deck, from the great quantity of water shipped, as well as from the incessant rolling of the ship, which so strained the hull and stern-frame as to cause a general leakage; and after throwing twelve guns overboard, the *Courageux* being almost a perfect wreck, Admiral Dacres was induced to give Captain Bertie the order, to make the signal to the remainder of the convoy—now reduced to 42 sail, many of the rest having been separated, and some lost—to bear up for Plymouth, where he arrived on the 1st of February.

When the *Courageux* went into dock, a few days afterwards, her poop was taken off, and an additional false keel, of twelve inches, put on, which was found to give her the necessary stability when at sea.

Unfortunately, from some family distress, Captain Bertie was suddenly obliged (April the 19th) to resign the command of her, when very nearly ready for sailing; and he remained without a ship, till the 21st of December, 1805.

He was then appointed to the *St. George*; and, till the 28th of April, 1808, he was employed in cruising off Brest, Belleisle, in the Channel, &c. under the orders, respectively, of Admiral Cornwallis, Earl St. Vincent, Lord Gardner, Sir Charles Cotton, Sir James Saumarez, Sir Richard Strachan, Admiral Stirling, and, afterwards, of Sir Richard Keats.

There has long been a difference of opinion, as to the utility of the blockading system; but, we believe, during this long extended and tedious period, as well as during a part of the preceding war, Captain Bertie saw but little to recommend it to his favour. The constant wear and tear of ships, masts, yards, sails, and rigging, is almost incalculable. Lord Nelson was a decided enemy to the system; and, more than once, when conversing with Captain

Bertie on the subject, has he been known to exclaim—"Tom! I never blockaded a port in my life: to be able to get at the enemy, you must let *them* come out to *you*, if *you* cannot get to *them*."

In the naval promotion of April 28, 1808,* Captain Bertie's kind and much valued friend, the present Lord Mulgrave, who was then at the head of the Admiralty, included, and stopped with him, in the list of post captains promoted to flags. He was then made a rear-admiral of the blue squadron.

It is here particularly deserving of remark, as an extraordinary coincidence, that Captain Bertie should have been indebted for his first introduction to the service, and for his progressive advancement, to two brothers, of different professions. For the continued patronage and kindness of these noblemen, he entertains, we believe, the most lively sense of gratitude.

It was not till the 30th of May, that the rear-admiral's successor, Captain Clay, joined the blockading squadron, and succeeded him in the *St. George*. He then came on shore; but, on the 24th of June following, he received a letter from Lord Mulgrave; in which, says his lordship, "Sir James Saumarez having asked for an additional rear-admiral in the Baltic, and desired to have you, I am of course happy therefore to make an offer to you, in case it should be convenient." He accepted the proffered appointment, and hoisted his flag at Yarmouth, on the 10th of July: he sailed from thence on the 11th, and anchored, on the 15th, at Gottenburgh, where he remained only a few hours, and then pushed up to the Sound. On the 16th, he anchored opposite to Helsingburgh; and, on the 17th, he shifted his flag into the *Orion*, Sir Archibald Dickson. On the 20th, he received orders from Sir James Saumarez to take the command in the Sound; and he remained on that station till the 31st of December following. During that period, he twice shifted his flag; first into the *Vanguard*, Captain Baker, and then into the *Dictator*, Captain D. Campbell; and it is but justice to those gentlemen to say, that he found them active, intelligent, and good officers.

Rear-admiral Bertie's employment on this station consisted in

* *Vide NAVAL CHRONICLE*, Vol. XIX. page 435.

protecting the coast of Scania, and the English and Swedish convoys through the Malmoe channel, from the insults and depredations of the Danish privateers and gun-boats ; with which, as well as with the batteries, he had repeated, and often daily, skirmishes. The boats of his squadron, it should be observed, and some gun-boats which he had with him, were purposely fitted out for this description of service. The Danish gun-boats, however, not only kept so close to their batteries, as always to find safety under their protection, but, more than once, actually knocked down parts of Cronenburgh Castle. To the British squadron, the service was unprofitable ; as, with the exception of taking a few of the enemy's privateers, and destroying a number of their men in the gun-boats, nothing of importance was achieved.

The rear-admiral maintained a regular correspondence with the Swedish authorities, and heads of the government, till the last mentioned date (December 31) when the sudden appearance of the ice, and its great solidity, drove him and his whole squadron away from the Sound. It will not fail to be considered as a remarkable circumstance, that, before ten o'clock, on the night of December 31, the frost was so very intense, and the ice had become so firm and united, that the progress of the ships was impeded, and they were unable to proceed down the Cattegat ; although, as late as nine A.M. they had been going at the rate of four or five knots an hour, and not any ice was visible from the decks. Fortunately, the wind was fair ; and, upon Admiral Bertie's ordering more sail to be set, he got on. In the course of the night, however, and before he reached Gottenburgh on the following morning, he was stopped five times. Sir Richard Keats came out to meet Admiral Bertie, in the *Superb* ; but the frost was so extremely intense, that, although Admiral Bertie's barge was hoisted out, within five minutes after the two flag-ships had anchored, he was unable to get on board the *Superb*, to pay his compliments to Sir Richard. The only communication which they had with each other was in the course of the night, when a partial thaw took place. Admiral Bertie then received orders from Sir Richard Keats, to make the best of his way, with part of his squadron, to the Downs, if practicable ; but he had not left Gottenburgh two hours on the morning of the 2d of January (1809) before his flag-

ship, the Dictator, was again obstructed, and stuck fast for an hour and a half. However, by having recourse to the beaters, and making sail, she was extricated ; and, after ploughing through 130 miles of ice, she arrived in Yarmouth Roads, on the 6th of the same month.

On the 20th of March, Admiral Bertie again sailed from Yarmouth Roads, for the Baltic, in H.M.S. Stately, commanded by Captain W. D. Dundas, a very active and able officer ; but, from encountering contrary winds and tempestuous weather, he did not reach Gottenburgh till the 8th of April. Sir Samuel Hood* had arrived there a few days before him ; and from him he received orders to repair to Landscrona with a squadron to collect a convoy, which had been left behind during the winter, and to forward them to Gottenburgh, by the Monkey. This service performed, Admiral Bertie remained at the entrance of the Sound, with the rest of his force, blockading the island of Zealand, and affording the same protection to the Swedish coast, and to the British and Swedish convoys, as in the preceding year.

On the 22d of April, he was ordered, by Sir Samuel Hood, to place himself under the directions of Sir Richard Keats ; whom he accordingly joined, in the Belt, on the 24th. He continued with Sir Richard till the 4th of May ; and, in the course of that short period, he went three times up and down the Belt, escorting of convoys. On the 18th of the same month, he was directed to resume his former station, in the Sound ; where he protected many Swedish convoys, in their passage to and from Malmoe.—From his long and active service on this station, Admiral Bertie's opinion must be entitled to consideration ; and we understand that he has recommended, that our convoys should not pass up to the Baltic, through the Malmoe channel, unless the wind be to the eastward of north, when off the Koll lights.

In the month of September, whilst at Malmoe, after conveying a Swedish convoy through the Sound, the merchants of that town

* A portrait and memoir of this officer will be found in the XVIIth Volume of the NAVAL CHRONICLE, page 1.

sent him off a present of 100*l.* through Sir Charles Gordon, for his attention to their trade. This, the admiral thought proper to decline the acceptance of, and he returned it by the hands of his secretary. He was afterwards given to understand, that the merchants intended to offer it again, in a sword of equal value; but in consequence, probably, of the political changes which took place in Sweden, the intention was never fulfilled. The same cause, it is presumed, prevented the British government, very properly we think—from sanctioning the honour of commander of the royal order of the sword, conferred upon Admiral Bertie, and other English naval officers. The manner, however, in which this honour was announced to the admiral, by official documents, of which the following are translations, bears too handsome a tribute to his zeal and professional merit, to be passed over in silence:—

(COPY.)

“ Head Quarters, Helsingborg, 19th November, 1809.

“ SIR THE ADMIRAL,

“ I have laid before the King, my master, the letter which your Excellency did me the honour of addressing to me of the date of the 2d of the present month; and it is with the most sensible pleasure that I have the honour of informing your Excellency, by his order, that his Majesty, wishing to acknowledge the services you have rendered to himself, and also to his country, has caused you to be created Commander of his Order of the Sword.

“ Receive my sincere felicitations, and be persuaded of the lively interest I take in this mark which your Excellency has received of the esteem of his Majesty.

“ The King has heard with much displeasure, that Mr. Gram, formerly Consul-general at Copenhagen, has had the presumption to write you a very improper letter.

“ His Majesty has caused it to be said to the English minister, you should obtain the satisfaction you desire.

“ I have the honour to be, with the most perfect consideration,

“ Your Excellency’s most humble and most obedient servant,

(Signed)

“ B. DE TAWAST,

“ General and Commander of the Southern Army.”

*“ To his Excellency Admiral Bertie,
Commander of the Royal Order of
the Sword, &c.”*

"SIR, THE ADMIRAL,

"Stockholm, the 1st of December, 1809.

"It is with the most lively satisfaction, that I find it in my power to announce to you, that the King, my master, has named you commander of the Order of the Sword, on the same day that Vice-admiral Sir James Saumarez was named Grand Cross of the same Order. You will have the goodness to accept my sincere felicitations on the justice his Majesty has been pleased to render to your zeal and your merits. Accept the repeated assurances of the sentiments of consideration and esteem, with which I have the honour to be,

"Sir, the Admiral,

"Your very humble and obedient Servant,

"VICTOR DE STEDENGR,

"Admiral and Aid-du-camp General to the Marine in Employ."

On the 23d of September, Admiral Bertie left Malmoe, and took up an anchorage off Hoganis, nearly at the entrance of the Sound. This is certainly the most desirable situation, for blockading the island of Zealand; yet, from its being so entirely exposed to the violence of the N.W. winds, and the influx of the North Sea, he found it very dangerous.

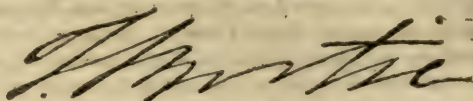
From the heavy gales of wind which began to set in about the 12th and 13th of December, and from having broken the shanks of two of his bower anchors, both at Hoganis and Anholt, Admiral Bertie found it advisable to proceed with his squadron to Gottenburgh, where he found Admiral Dickson, who ordered him to England express.—He arrived in Yarmouth Roads on the 22d of the month, and immediately set off for London.

On the 19th of February, 1810, finding his health to be in a very impaired state, Admiral Bertie was obliged to strike his flag, and come on shore. Soon afterwards, by the advice of his physicians, he went to Cheltenham, and then to Harrowgate, for the benefit of the waters. He was at the latter place, when he heard that he had been promoted, on the 31st of July, to the rank of rear-admiral of the white squadron.

At present, this respected officer is unemployed; but, his health having been fortunately re-established, when he was in town, in the month of February last, he had the honour of being introduced to his Royal Highness the Prince Regent, and also to the Hon. Mr. Yorke; to whom, and to the Board of Admiralty, he made a ten-

der of his services, whenever they might be employed to the advantage of his country.

The subjoined is a *fac-simile* of the Admiral's hand-writing.



NAVAL ANECDOTES,
COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGOATE VASTO.

NAVAL PAY.

A MOTION (the discussion on which will appear in a subsequent part of the present Volume) was recently made in the House of Commons, by Captain Bennet, R.N. The principle which Captain Bennet wished to see established, was the same which government directed should take place on the Scheldt expedition,—namely, that the navy should be put upon the same footing as the army, with respect to receiving their pay *at par*.—The motion was negatived, on the grounds set forth in Mr. Barrow's letter.

"The Hon. Admiral GEORGE BERKELEY, to the Secretary of the Admiralty.

"SIR,

"Lisbon, 3d Jan. 1811.

"In compliance with the request, contained in the enclosed letter, I venture to lay it before their lordships; perfectly persuaded, that if any thing can be done, their justice will operate in favour of the petitioners; and if any other plea is necessary, I can only assure their lordships, that every article of life, in this country, is much dearer than in England, and has increased nearly double, since the enemy has been in possession of the country. I am, &c.

(Signed)

"G. BERKELEY."

"John Wilson Croker, Esq. &c."

"At a Court Martial on board the *Abercrombie*, in the River Tagus, the 2d January, 1811.

"SIR,

We, the undersigned captains of H. M. ships under your command, beg leave to offer to your consideration, in behalf of ourselves and the officers subordinate to us, the very serious loss we sustain, from the extremely high discount in negotiating our bills, for our personal pay, in the exchange

bringing the dollar to five shillings and sixpence sterling; while the officers of his Majesty's land forces, receive their pay at four shillings and sixpence per dollar. And as upon the late expedition to the Scheldt, his Majesty's government, under similar circumstances, made an arrangement for the relief of the officers of the navy, in negotiating their quarterly bills; we venture to solicit your application in our behalf to the Lords Commissioners of the Admiralty, to make an arrangement in our favour, equal to the advantage enjoyed by the officers of the army.

" We have the honour to be, &c.

(Signed)

" JOHN LAWFORD, SAMUEL HOOD LINZEE, JOHN GORE, J. P. BERESFORD, D. CAMPBELL, WM. CHARLES FAHIE, THOS. BOYS, THOS. HARDY, WM. GRANGER, WM. FITZROY, CHARLES RICHARDSON, WM. KENT."

" To the Hon. Admiral Berkeley,
Commander-in-chief, &c."

" The Secretary of the Admiralty, to the Honourable GEORGE BERKELEY.

" SIR,

" Admiralty-Office, 30th January, 1811.

" I have received and laid before my Lords Commissioners of the Admiralty, your letter (No. 1.) of the 3d instant, transmitting one from the captains of H. M. ships under your command, representing in behalf of themselves and the officers subordinate to them, the serious loss they sustain from the extremely high discount in negotiating their bills for their personal pay, in the exchange bringing the dollar to five shillings and sixpence sterling, while the officers of his Majesty's land forces, receive their pay at four shillings and sixpence per dollar; and praying that an arrangement may be made in their favour, equal to the advantage enjoyed by the officers of the army: and I am commanded to acquaint you, that their lordships have considered this case, and the other cases alluded to by the officers, and do not think the latter afford precedents to be followed in the present circumstances; as the officers of the army take the dollar at four shillings and sixpence in all circumstances, and are subject to the loss as well as to the profit that may accrue upon it; and the assistance to the officers in the Scheldt was afforded under certain peculiar circumstances, which do not occur in this case, and under considerations totally distinct from any that can be referred to, in the present instance: upon the whole therefore, their lordships do not think it expedient to comply with the request contained in the captains' letter. I am, &c.

(Signed) JOHN BARROW"

" Adm. the Hon. G. Berkeley."

LIEUTENANT JEKYLL'S PUMP.

LIEUTENANT JEKYLL, R.N. has invented a pump, which discovers much ingenuity, for the purpose of extinguishing fire on board of ships. The principle of the invention is, to throw a great body of water, with amazing

force, into any ship that may be near. The pumps of the Royal William are fitting for the purpose of ascertaining, in some degree, its efficacy.

NEWLY-INVENTED APPARATUS FOR STOPPING OF SHOT-HOLES, &c.

A LABOURER in Plymouth dock-yard, who has been many years in his Majesty's naval service, has invented an improved method of stopping shot-holes or leaks under water, during the time of action. Sir Robert Calder, who has inspected the model, by order of the Admiralty, was highly pleased with its construction. He was also pleased to express his full conviction of its efficacy in harbour and smooth water; and its effect in rough water is to be tried as soon as the apparatus can be completed.

COMPLIMENTARY PRESENTATION TO ADMIRAL CAMPBELL.*

SIR,

Monmouth, Downs, 3d March, 1811.

I am requested by the captains and commanders under your immediate orders, to express to you their heartfelt regret at your removal from this command, and to request that you will be pleased to accept from them a sword of the value of one hundred guineas, as a mark of their high respect and esteem, in consideration of your high professional abilities, as well as the gentlemanly conduct they have uniformly experienced from you.

I avail myself of this opportunity of particularly expressing my respect and esteem; and, wishing you every happiness,

I have the honour to be, Sir,

Your most obedient humble servant,

FRANS. BEAUMAN,
Captain of H.M.S. Monmouth.

To Vice-admiral Campbell, Commander-in-chief, &c. Downs.

SIR,

Monmouth, Downs, the 4th March, 1811,

Permit me to request of you to express to the captains and commanders whom I have the honour to have under my immediate command, the high sense I have, and shall ever entertain, of the truly flattering attention they have honoured me with.—The very handsome token of regard which they are pleased to offer me, I accept with sincere gratification; I shall ever feel proud of it, and shall cherish and highly value it for the sake of the donors.

I beg leave to offer you my best thanks for your friendly expressions of regard and good wishes, and pray be fully assured of mine.

I have the honour to be, Sir,

Your most obedient humble servant,

(Signed) GEORGE CAMPBELL,
Vice-admiral.

*To Francis Beauman, Esq.
Captain H.M.S. Monmouth.*

CAPTAIN WILLOUGHBY'S LOSS OF SIGHT.

CAPTAIN WILLOUGHBY, who lately fought his frigate, in the East Indies, till she had lost nearly every man, is unfortunately now totally deprived of sight. He lost one eye in the action at the Dardanelles, and the other is dark, owing to a wound which he received at Port-au-Prince. The country has thus lost the services of one of her most gallant and meritorious officers.

LIST OF BRITISH NAVAL OFFICERS, PRISONERS OF WAR AT VERDUN,
MAY 22, 1811.

Post Captains.—Sir Thomas Lavie, Knight, Blanche; Charles Otter, Proserpine; Fane, Cambrian; Tracey, Dauntless; Miller, Hostage; Lisle, passenger.

Commanders.—Blennerhasset, Challenger; Walker, passenger; Brown, ditto.

Lieutenants, Commanders of Gun-brigs.—Thomas, Grappler; Wingate, Biter; Innes, Woodlark; Norton, Inveterate; Johnston, Magpye; Higginson, Pigmy; Shuldham; Bryack, Dove; Donaldson, gun-brig; Milne, cutter; Stewart, Jackall; Taylor, gun-brig; Miller, Racer.

Lieutenants.—Lambert, Shannon; Fennal, Minerva; Graterix, Cruiser; Ingham, Wolverine; Pridham, Hussar; Lutwidge, ditto; Tuckey, Calcutta; Donnovan, ditto; Collis, ditto; Penny, Ranger; Carlyle, Leader; Tapper, Dauntless; Fabian, ditto; Carslake, Proserpine; Boyle, ditto; Rigby, ditto; Bastion, Blanche; Allen, ditto; Apreece, ditto; Nory, Goldfinch; M'Kenzie, Maidstone; Stewart, Alceste; Jervoice, ditto; Wallis, Vincego; Hall, ditto; Richards, Constance; Conn, Junot; M'Dougald, passenger; Davis; Davison; Snell, Minotaur; Smith, Donnegal; Crosbey; Hawkey, Minerva; Thorley, Impetueux; Wills, Acasta; Saunders, Spartiate.

Sub-Lieutenants.—Ross, Woodlark; Burn, Teaser; Scandaline, Kingdom, Inveterate.

Masters.—Gooch, Shannon; Bishop, Constance; Brown, Calcutta; Hazell, Ranger; Fraser, Sheldrake; Hillier, Vincego; Brown, Proserpine; Mentor, Arethusa; Taylor, Blanche; Thompson, Minotaur; Fillaloe, Thunderer; Long, Briseis; Jack, Linnet; Edwards, Milbrook; Foster, Racer; Baynon, Minx; Batesin, Woodlark; Handyside, Inveterate; Taylor, gun-brig; Little, Gun-brig; M'Namara, Blazer; Adamson, Biter; M'Dougall.

Surgeons.—Allen, Minerva; Bell, Shannon; Graham, Hussar; Brenham, Blanche; Conning, Proserpine; Lorimond, Vincego; Hughes, Dauntless; Godbehere, Challenger; Abbott, Racer; Taylor, Hostage.

Assistant-Surgeons.—Moyer, Woodlark; Wells, Monkey; Paterson, Blanche; Hogan, Inveterate; Jones, Minotaur; Hunter, passenger; Hadon, Hussar; Gordon, Minerva; Newman, Hussar; Roberts, Calcutta; Gray, Bristol Tender.

Pursers.—Hyslop, Shannon; M'Millan, Atalante; Wilson, Diligence; Wilcock, Blanche; Ells, Proserpine; Hayley, Amphion; Innis, Ranger; Cumming, Constance; Corbyn, Goldfinch; Richardson; Challenger; O'Sullivan, Dauntless.

Midshipmen.—Marsden, Weatherly, Weymer, Holford, Gilpin, Robertson, Mahaney, Knipe, Pace, Vine, Nicholls, Hopkinson, Montague, Wildy, Barclay, Street, Horner, Law, Greig, Jackson, sen. Jackson, jun. Pryce, Schackelton, O'Brien, Hart, Elvy, Fisher, Slingsby, Waller, Morris, Walker, Manro, Webb, Mollett, Laboste, Atkinson, M'Dougal, Kneeshaw, M'Graa, Lisle, Bold, Williams, 1st; Williams, 2d; Fosby, my Lord Boyle, Dupre, Handley, Brothers, Paynter, James, Blackmore, Scott, Potts, Verrett, Reynolds, Radford, Leeworthy, Worth, Hamilton, 1st; Hamilton, 2d; Devonshirc, Bateman, Derogate, Moisey, Stockings, Legg, Sheers, Bee, Aikin, Rollins, Creck, Storie, Harris, Allan, Wilson, Chappel, Whitfield, Wilkie, Hoyer, Rodnam, Thomas, Blake, Herbert, Parkman, Letchford, Beck, Abburfield, Astilly, Herd, Jenson, Marriott, Marsh, M'Kay, O'Hanesey, Thompson, Cordercy, Reid, Westlake, acting sub-lieutenant.

Officers belonging to the Royal Marine Corps.—Stancey, major; Ramsay, brevet rank; Ridley, captain; Farmer, captain; Jones, captain; Phillips, captain; Alexander, captain; Bignell, captain; Bell, lieutenant; Sampson, ditto; Eckford, ditto; Blakeney, ditto; Morgan, ditto.

Gunners.—Kane, Vincego; Leonard, Calcutta.

Carpenters.—Herd, Calcutta.

Boatswains.—Gilligan, Shannon; Latimore, Blanche.

Pilots.—Pope, Atherton, Rose, Prieur, James, Steadman, Ribour.

Henry Stanhope, midshipman, and Hugh M'Farlane, lieutenant East India Company's Service, are condemned for six years to the galleys, for attempting to make their escape from Verdun.

Lieutenants Arnold and Bassan died in May, 1811.

THE PRESIDENT AND LITTLE BELT.

THE recent action between the American frigate, *President*, and H.M.S. *Little Belt*, which we noticed at some length, at page 502 of the preceding volume, has naturally excited so much interest in this country, that no apology can be necessary, for our endeavours to elucidate the affair, by inserting some of the more circumstantial statements which have reached us.

The *Nova Scotia Gazette*, of the 27th of May, contains the following curious extract from a notice, said to have been stuck up in the reading rooms at New York:—

“ His Britannic Majesty's ship *Spitfire*, having impressed an American citizen on his own coast, orders have been given to Commodore Rodgers,

and other naval commanders in the American service, to proceed to sea, and demand the liberation of the man *at the mouth of their guns!*"

The *New York Evening Post*, of May 25, after inserting the extract from *The National Intelligencer*, (given at page 503 of the preceding volume) presents the following remarks:—

"We know not how much of the above to consider official, and how much not. Orders, such as those here mentioned, however, would not, we think, have produced the encounter that has taken place between Commodore Rodgers and Captain Bingham. These orders only go the length of directing the American captains to submit to no *threat*. Now, a mere hail is not a threat: but it is said the sloop of war fired a gun, and that was a threat of the most unequivocal sort. Doubtless it was, and deserved a gun in answer. But if we go a little farther back, we shall find that the sloop of war hailed before she fired, and received no answer; the commodore, who had before hailed also, conceiving he had a right to the first answer. If he had, there can then be no question but he was perfectly correct in refusing to take any notice of the sloop's hail. It would seem, therefore, that strictly speaking, the whole resolves itself into this very question—Which of the two ought, in the first instance, to have answered to the inquiries of the other?"

"Those who maintain that the sloop of war ought first to have answered, instead of returning the hail back, say, that as the President got the advantage of hailing first, she ought to have been answered first; and that being a national ship, she, in that particular, was on an equal footing with the English, and equally entitled to respect.

"A few who maintain the opposite opinion, answer, that as to the first point, it ought to be laid out of the case, for it is evident that it must generally be a matter of mere accident, and impossible to be proved which was the first to hail. They, therefore, insist that the abstract question cannot be at all affected by this circumstance. Secondly, they say we ought to consider it as an affair between a belligerent on one side, and a neutral on the other. What, they ask, are their respective rights and duties? A belligerent, say they, by the law of nations, has an unquestionable right to conceal her condition, and even to have recourse to artifices to deceive. She may wear false colours, she may give false answers, or refuse to give any answer at all; in short, she is at liberty to have recourse both to simulation and dissimulation, to mislead her enemy.—Very different, they continue, is the case of a neutral. She is supposed to be on terms of friendship with all the rest of the world; she has no right to hoist a false flag; she has no right to give a false answer, nor to attempt to deceive or conceal her situation. On the contrary, she is bound to observe civility and courtesy to every one she meets with in her course, provided she receives no provocation to act otherwise. They ask, then, first, Was the belligerent sloop of war bound to answer the hail? But how was she to know whether it was not the hail of an enemy? And if bound to answer the hail, would she

not be equally bound to answer a second and a third question, and so on, thus leading her to expose her condition? Secondly, they demand whether the neutral was not bound to give an immediate and fair answer when the hail was made to her? The President, they admit, was a national ship, but no less a neutral ship, and to be governed by the law applicable to neutrals. Ought she not then, they ask, to have answered the hail before the gun was fired?—for then, it is conceded, it was too late. Why not, say they; since she could have nothing to apprehend from disclosing at once who she was and whither she was bound?

“Such are the respective positions and arguments respectively brought to support them, by those who take opposite sides in this unfortunate affair. We mean not to intimate an opinion in favour of one more than the other. It is not at present necessary we should: and if it was, perhaps, at this moment, the public feeling is too much alive to listen to cool discussions of national law, or the niceties of strict etiquette.”

Subsequent accounts have thrown a different light upon the affair. From these, we shall first select the following extract of a letter, dated Halifax, May 30:—

“The Little Belt has arrived from off New York, where she has had a sad beating by the American frigate President. Some time early in the month, the Guerrier impressed a man from on board an American, on her passage from one port in the United States to another, whom they took to be an Englishman, as he had no protection, which made a great noise in New York. In consequence of it, the President was ordered immediately to sea to demand from the Guerrier the man so impressed; this was on the 14th; on the 15th she fell in with the Little Belt, and lay to all that day at a long distance from her, but just at sun-set made all sail and stood directly towards her; when she got within gun-shot, she endeavoured to rake the Little Belt, but was foiled in the attempt by the superior seamanship of our brave tars; she then ranged alongside, hailed the ship, and asked who she was. Captain Bingham in the same manner, asked what ship that was, which was re-echoed by Commodore Rodgers, at the same time giving directions that one of the bow guns should be fired into the Little Belt, which struck her under the cut-water, and immediately after, fired a broadside, which was as soon returned, when the action became general, and lasted for about half an hour, when the Little Belt's peak-hallyard being shot away, her colours came down. Commodore Rodgers hailed, and asked if she had struck, when being answered in the negative, he sheered off for the night; the next morning he sent an officer on board to apologize to Captain B. at the same time offering him the port of New York to refit his ship, and expressing his surprise that Captain B. should attempt to fire into his ship, and saying that he had mistook her for an enemy. Captain B. sent the officer immediately on board again, without making any answer to Commodore Rodgers' apology, and bore up for this place. The Little Belt had 11 killed and 21 wounded; a midshipman had his head shot off, the first lieutenant and master wounded; the latter has, or will be obliged to underge-

amputation, his arm being dreadfully shattered. Every person here speaks of the great gallantry displayed by Captain Bingham, and his brave crew, and not without just reason so to do, for a more gallant action never could have been fought. The President mounted 52 guns, and 420 men; the Little Belt only 18, and 120 men."

The subjoined additional particulars, copied from *The Nova Scotia Gazette*, of May 29, will perhaps be thought entitled to still more attention, as coming from an officer of the Little Belt, who was on board at the time of the action:—

*"H. M. S. Little Belt, May 16, 100 miles eastward
of the Chesapeake.*

"At one P.M. a sail was observed, and chase given; at half-past one, found her to be a frigate, with a commodore's blue pendant at the main. The Little Belt then altered her course to the southward, and in about two hours after, the frigate, under a press of sail, was seen standing after her. At half-past six the Little Belt hove to, when, guarding against surprise, the usual preparations were made for action, at which time the stars in the frigate's pendant were perfectly visible. At eight P.M. she came within hail, and was twice asked from the Little Belt what ship it was; the answer to the first inquiry was a repetition of the question; to the second, a broadside of round and grape, which was immediately returned from the Little Belt, and an action commenced, which continued full three quarters of an hour, when the frigate ceased firing, filled her sails, sheered off, and hailed the Little Belt, (which just at that time had also ceased firing) and asked what ship? Was told her name, and then inquired if she had struck? Was answered in the negative. The name of the frigate was then asked, and an answer returned, that it was the President, United States frigate. Both ships lay-to the remainder of the night, repairing damages: in the morning the frigate bore down on the Little Belt, and coming within hail, asked permission to send a boat to her, which was granted, and an officer came on board with a message from Commodore Rodgers, saying, he lamented the transaction; he did not think she was so much inferior in force to the President; they then parted."

The Little Belt, as already mentioned, arrived at Halifax, in a very shattered condition, in company with the Rattler. On her arrival, a court of inquiry was held upon Captain Bingham, and his officers underwent a strict examination, and concurred in all the material facts, such as they appear in the *Nova Scotia Gazette*, quoted above: the principal of which were, that the President fired the first broadside, and that the Little Belt never struck her colours, although engaged with a vessel of such superior force. This is a circumstance particularly grateful to British feeling, and one that has excited the admiration of the Americans themselves.—It will not fail to be remarked, that the evidence here given preponderates in favour of the

opinion, that the Americans, relying upon local strength, gave the first offence, and affected to domineer over our comparative weakness.

Government is understood to have been some time in possession of the official particulars of this affair ; but, as they had not appeared in the *Gazette*, when this sheet was put to press, we insert the following, which is said to be a substantively correct sketch of them :—

“ Upon seeing the frigate with an American broad pendant, which we were convinced wanted to speak us, Captain Bingham, with his officers, thought it would be better speak her before dark : shortened sail, and hove-to, some considerable time before sun set. The frigate immediately shortened sail, and came down to us very slowly. We hoisted the ensign and pendant to let her know who we were ; and on heaving-to, hoisted them again, and kept them up. When the frigate was coming down to us, we distinctly saw the white stars in the broad pendant.

“ When Captain Bingham judged the frigate within hail, he hailed her twice very loudly, but received no answer ; about four or five minutes after (8h. 15m. P.M.), when a little closer, he hailed. ‘ Ship a-hoy,’ was then repeated from the frigate. Captain B. then hailed, ‘ What ship is that ? ’ which was also again repeated. The frigate then immediately commenced firing a broadside, and muskets, from her tops and gangways : the action continued with great vigour for forty-five minutes, when the frigate ceased firing and we then did the same. She appeared when she ceased firing to be on fire at the main-hatchway. We were then asked, ‘ What ship is that ? ’ and immediately answered by Captain B. ; who immediately asking, ‘ What ship is that ? ’ was answered, ‘ The United States frigate, President.’ The President then asked, ‘ have you struck your colours ? ’ Captain B. bravely answered, ‘ No : ’ and said to the officers that were near him, ‘ that he did not intend to strike his colours.’

“ Next morning, at daylight, observed the frigate about six or eight miles to windward, and shortly after she bore up, and came down to us under easy sail, quite prepared for battle again—passed under our stern, hailed us, and said, ‘ I will send a boat on board, if you please.’ Captain B. answered, ‘ very well.’ An officer came on board, who said, ‘ that Commodore Rodgers was very sorry such an accident had taken place, and that we had fired the first shot.’ Captain B. immediately contradicted the officer in the last statement, and said, ‘ he could bring the whole of his officers to their oaths that the frigate fired the first ; ’ and asked the officer ‘ if he thought we should fire at a neutral frigate much more than double her force.’ The officer appeared perfectly convinced of his being obliged to tell Captain B. a falsehood.”

On this statement we shall only make one or two remarks. The first is, that the President seems to have come down upon Captain Bingham perfectly prepared for action ; for no sooner had Captain B. hailed her the second time, than she immediately commenced firing her broadsides and

muskets from her tops and gangways, where her men must have been purposely placed ; and this, though she must have perceived beforehand, that the *Little Belt* was a British ship of war. Another circumstance seems to put the question at rest, with regard to the priority of firing. So great was the disparity of force between the two vessels, that it would have been little short of insanity in Captain Bingham to have sought so unequal an engagement, particularly with the frigate of a neutral power. Accordingly, Captain Bingham very naturally asked the American officer who came on board the *Little Belt*, "if he thought we should fire at a neutral frigate much more than double our force." This alone seems decisive of the question at issue. Had it been the object of the commander of the *President* to claim the restoration of some American seamen who had been forcibly impressed, which the American papers pretend gave rise to the rencontre, he would naturally have made the demand in an amicable manner, at least in the first instance ; and the only motive which we can assign for his conduct, was a determination to proceed to acts of hostility where the inferiority of force opposed to him gave him a fair chance of success. It remains to be seen whether his conduct will receive the approbation of his own government. From the apologies and regrets which Captain Rodgers is said to have expressed after the action, we should be inclined to suppose that he had acted without orders. If, however, under such circumstances, the American government refuse to make any concession, or attempt to justify the conduct of their officer, they alone must be responsible for the commencement of hostilities, and for all the evils with which a state of warfare is attended.

When the news first reached England, it was generally believed, that about twelve of the men who were wounded, on board the *Little Belt*, had died of their wounds ; but we believe the following extract of a letter received from a gentleman belonging to the Naval Hospital established at Halifax, will be found accurate upon this head :—

" Naval Hospital, Halifax, May 29.

" I suppose that the business between the *Little Belt* and the American frigate *President* will make a great noise in England. I send you a pretty correct account of the piratical transaction : in addition to which I have only to state, that one man has died at the hospital since ; we have two more with amputated legs, and another that can never serve again. The master is also badly wounded, but I hope there may be a chance of his saving his arm. This has been one of the best fought actions on record. The *Little Belt* has 18 guns, carronades ; the *President*, 30 long 24-pounders on gun-deck, and 24 42-pounders, carronades, on the quarter-deck and fore-castle."

AMERICAN OFFICIAL ACCOUNT OF THE ACTION BETWEEN THE PRESIDENT
AND LITTLE BELT.

SINCE the arrangement of the preceding article, some farther American papers have been received, containing the following copy of an official letter from Commodore Rodgers to the Secretary of the Navy :—

*“ United States Frigate President, off Sandy Hook,
23d May, 1811.*

“ SIR,

“ I regret extremely being under the necessity of representing to you an event that occurred on the night of the 16th instant, between the ship under my command, and his Britannic Majesty's ship of war the *Little Belt*, commanded by Captain Bingham ; the result of which has given me much pain, as well on account of the injury she has sustained, as that I should have been compelled to the measure that produced it, by a vessel of her inferior force. The circumstances are as follow :—On the 16th instant, at 25 minutes past meridian, in 17 fathoms water, Cape Henry bearing S.W. distant 14 or 15 leagues, a sail was discovered from our mast head in the east, standing towards us under a press of sail. At half-past one the symmetry of her upper sails (which were at this time distinguishable from our deck) and her making signals, shewed her to be a man of war. At 45 minutes past one P.M. hoisted our ensign and pendant ; when, finding her signals not answered, she wore and stood to the southward. Being desirous of speaking her, and of ascertaining what she was, I now made sail in chase ; and by half-past three P.M. found we were coming up with her, as by this time the upper part of her stern began to shew itself above the horizon. The wind now began and continued gradually to decrease, so as to prevent my being able to approach her sufficiently before sun-set, to discover her actual force, (which the position she preserved during the chase was calculated to conceal) to judge even to what nation she belonged, as she appeared studiously to decline shewing her colours. At 15 or 20 minutes past seven P.M. the chase took in her studding sails, and soon after hauled up her courses, and hauled by the wind on the starboard tack ; she at the same time hoisted an ensign or flag at her mizen peak, but it was too dark for me to discover what nation it represented : now, for the first time, her broadside was presented to our view ; but night had so far progressed, that although her appearance indicated she was a frigate, I was unable to determine her actual force.

“ At 15 minutes before eight P.M. being about a mile and a half from her, the wind at the time very light, I directed Captain Ludlow to take a position to windward of her, and on the same tack, within short speaking distance. This, however, the commander of the chase appeared, from his manœuvres, to be anxious to prevent, as he wore and hauled by the wind on different tacks four times successively, between this period and the time of our arriving at the position which I had ordered to be taken. At 15 or 20 minutes past eight, being a little forward of her weather-beam, and distant from 70 to 100 yards, I hailed, “ what ship is that ? ” to this inquiry no answer was given ; but I was hailed by her commander, and

asked "what ship is that?" Having asked the first question, I of course considered myself entitled, by the common rules of politeness, to the first answer: after a pause of fifteen or twenty seconds, I reiterated my first inquiry of "what ship is that?" and before I had time to take the trumpet from my mouth, was answered by a shot, that cut off one of our main-top-mast breast back stays, and went into our main-mast. At this instant Captain Caldwell (of marines) who was standing very near to me on the gangway, having observed, "Sir, she has fired at us," caused me to pause for a moment; just as I was in the act of giving an order to fire a shot in return, and before I had time to resume the repetition of the intended order, a shot was actually fired from the second division of this ship, and was scarcely out of the gun before it was answered from our assumed enemy by three others in quick succession, and soon after, the rest of his broadside and musketry. When the first shot was fired, being under an impression that it might possibly have proceeded from accident and without the orders of the commander, I had determined at the moment to fire only a single shot in return; but the immediate repetition of the previous unprovoked outrage induced me to believe that the insult was premeditated, and that from our adversary being at the time as ignorant of our real force, as I was of his, he thought this, perhaps, a favourable opportunity of acquiring promotion, although at the expense of violating our neutrality and insulting our flag: I accordingly, with that degree of repugnance incident to feeling, equally determined neither to be the aggressor, or to suffer the flag of my country to be insulted with impunity, gave a general order to fire; the effect of which, in from four to six minutes, as near as I can judge, having produced a partial silence of his guns, I gave orders to cease firing, discovering by the feeble opposition, that it must be a ship of very inferior force to what I had supposed, or that some untoward accident had happened to her. My orders in this instance, however, (although they proceeded alone from motives of humanity, and a determination not to spill a drop of blood unnecessarily) I had, in less than four minutes, some reason to regret, as he renewed his fire, of which two 32-pound shot cut off one of our fore shrouds, and injured our fore-mast. It was now that I found myself under the painful necessity of giving orders for a repetition of our fire against a force which my forbearance alone had enabled to do us any injury of moment: our fire was accordingly renewed, and continued from three to five minutes, when, perceiving our opponent's gaff and colours down, his main-top-sail yard upon the cap, and his fire silenced, although it was so dark that I could not discern any other particular injury we had done, or how far he was in a situation to do us further harm, I nevertheless embraced the earliest moment to stop our fire and prevent the further effusion of blood. Here a pause of half a minute or more took place, at the end of which our adversary not shewing a further disposition to fire, I hailed, and again asked, "what ship is that?" I learned, for the first time, that it was a ship of his Britannic Majesty's; but, owing to its blowing rather fresher than it had done, I was unable to learn her name. After having informed her commander of the name of this ship, I gave orders to wear, run under his lee and haul by the wind on the starboard

tack, and heave-to under top-sails, and repair what little injury we had sustained in our rigging, which was accordingly executed, and we continued lying-to, on different tacks, with a number of lights displayed, in order that our adversary might the better discern our position, and command our assistance, in case he found it necessary during the night.

"At day-light on the 17th, he was discovered several miles to leeward, when I gave orders to bear up and run down to him under easy sail; after hailing him, I sent a boat on board with Lieutenant Creighton, to learn the names of the ship and her commander, with directions to ascertain the damage she had sustained, and inform her commander, how much I regretted the necessity on my part, which had led to such an unhappy result; and, at the same time, to offer all the assistance that the ship under my command afforded, in repairing the damages his had sustained. At nine A.M. Lieutenant Creighton returned with information, that it was his Britannic Majesty's ship *Little Belt*, commanded by Captain Bingham, who, in a *polite manner*, declined the acceptance of any assistance; saying, at the same time, that he had on board all the necessary requisites to repair the damages sufficiently to enable him to return to Halifax.

"This, however, was not the most unpleasant part of Captain Bingham's communication to Lieutenant Creighton, as he informed him, that, in addition to the injury his ship had sustained, between 20 and 30 of his crew had been killed and wounded.

"The regret that this information caused me was such, you may be sure, as a man might be expected to feel, whose greatest pride is to prove, without ostentation, by every public as well as private act, that he possesses a humane and generous heart; and with these sentiments, believe me, Sir, that such a communication would cause me most acute pain during the remainder of my life, had I not the consolation to know that there was no alternative left me between such a sacrifice, and one which would have been still greater, namely, to have remained a passive spectator of insult to the flag of my country, whilst it was confided to my protection; and I would have you to be convinced, Sir, that however much individually I may previously have had reason to feel incensed at the repeated outrages committed on our flag by British ships of war, neither my passions nor prejudices had any agency in this affair. To my country, I am well convinced of the importance of the transaction which has imposed upon me the necessity of making you this communication; I must, therefore, from motives of delicacy, connected with personal consideration, solicit that you will be pleased to request the President to authorize a formal inquiry to be instituted into all the circumstances, as well as into every part of my conduct connected with the same. The injury sustained by the ship under my command is very trifling, except to the fore and main-masts, which I before mentioned; no person killed, and but one (a boy) wounded. For further particulars I refer you to Captain Caldwell, who is charged with the delivery of this communication. I have the honour to be, with great respect, Sir, your obedient servant,

(Signed)

"J. RODGERS.

"Hon. Paul Hamilton, Secretary of the Navy."

The *National Intelligencer*, of the 3d of June, says:—We understand that the conduct of Commodore Rodgers, in repelling and chastising the attack so causelessly and rashly made on the United States frigate *President*, by the British ship of war *Little Belt*, has the approbation of the President of the United States, and that the request of the commodore, for an investigation into his conduct on the occasion, has not been acceded to; his known candour and honour precluding any doubt of the correctness of his statement of the circumstances of this affair, and we assert, that it may confidently be expected by our naval commanders, that in supporting the dignity of our flag, they will be rewarded with the applause of the American government."

PRESENT STATE OF THE AMERICAN NAVY.

THE following is a List of the Navy of the United States:—

Frigates.—*President*, *Constitution*, and *United States*, 44 guns each; *Chesapeake*, *New York*, *Constellation*, and *Congress*, 36 guns each; *Boston*, *Essex*, and *John Adams*, 32 guns each; *John Adams*, 26 guns. Sloop of war, *Wasp*, 16 guns.

Brigs.—*Syren*, *Argus*, *Oneider*, and *Hornet*, 16 guns each; *Vixen*, and *Nautilus*, 12 guns each.

Schooners.—*Enterprise*, *Ferret*, and *Revenge*, 12 guns each.

170 gun-boats, and the *Vengeance*, *Spitfire*, *Ætna*, and *Vesuvius* bombs.

The subsequent only are in commission, the remainder being laid up in ordinary:—

Frigates.—*President*, Commodore Rogers; *Constitution*, Captain Hall; *United States*, Captain Ducatur; *Essex*, Captain Smith.

Corvette.—*John Adams*, Captain Evans.

Sloop of War.—*Wasp*, Captain Jones.

Brigs.—*Syren*, Captain Tarbett; *Argus*, Captain Lawrence; *Hornet*, Captain Hunt; *Vixen*, Lieutenant Bambridge; *Nautilus*, Captain Sinclair.

Schooners.—*Enterprise*, Lieutenant Read; *Revenge*, Captain Perry; *Ferret*, Captain Gansden.

ADMIRALTY ETIQUETTE.

By command of the Lords Commissioners of the Admiralty, notice is hereby given to all officers of his Majesty's navy, and of the royal marines;

"That whenever they may have occasion to address letters to their lordship's secretary, they are to note against their signature the rank which they may hold in the royal navy or marines, respectively; and, when absent on leave, to state the name of the ship to which they may belong.

"J. W. CROKER."

OLD NAVAL STORES.

THE sums brought to account, prepared 18th February, 1811, pursuant to an act of the 50th year of his present Majesty's reign, (Cap. 117. sect. 6.) by the Treasurer of the Navy, under the head of Old Naval Stores, in the year 1810, amount to—Four hundred and twenty thousand three hundred and sixty-four pounds :—viz.

| | |
|------------------------------|------------|
| On Account of the Navy | £. 318,322 |
| Victualling | 102,042 |
| | <hr/> |
| | £. 420,364 |

| | |
|------------------------------|----------------------|
| [Signed] THOMAS B. THOMPSON, | EDWARD BOUVERIE, |
| S. GAMBIER, | ROBERT G. MIDDLETON. |

THE KNIGHT OF PALAESTINE.

ADMIRAL SIR SIDNEY SMITH, whose academical honours at Oxford are recorded in Volume XXIV. has obtained an accession thereunto at the sister University. The Admiral's appearance in the Senate House at Cambridge, on the recent occasion of the Duke of Gloucester's installation as Chancellor, was the signal for a general salute. The public orator most happily introduced the only conqueror of the conqueror of Europe, into his latin harangue; and the degree of Master of Arts, the highest that the statutes of that University admit of, *honoris causâ*, was conferred on the Doctor of [canon] Law, by acclamation.

NAVIGATION OF THE MIDDLE AGES.

AMONG various acts of violence and rapine for which Martin Ursini fell a victim to public justice in 1347, he had pillaged a shipwrecked vessel at the mouth of the Tyber.* From the account of this shipwreck we learn some circumstances of the trade and navigation of the age. 1. The ship was built and freighted at Naples, for the ports of Marseille and Avignon. 2. The sailors were of Naples and the isle of Cénaria, less skilful than those of Sicily and Genoa. 3. The navigation from Marseille was a coasting voyage to the mouth of the Tyber, where they took shelter in a storm; but instead of finding the current, unluckily ran on a shoal: the vessel was stranded; the mariners escaped. 4. The cargo, which was pillaged, consisted of the revenue of Provence for the royal Treasury, many bags of pepper and cinnamon with bales of French cloth to the value of 20,000 florins;—a rich prize. The *florin* was a gold coin, in value about one-third of a guinea, and derived its denomination from the republic of Florence.

* Gibbon: *Decline and Fall of the Roman Empire*, ch. 70.—Fortificoca, l. ii. c. 11.

CORRESPONDENCE.

MR. EDITOR,

THE NAVAL CHRONICLE contains, incidentally, in two places, (IV. 294. XXV. 219.) allusion to the fishery of Thunny: but as I do not find any more upon the subject in your pages, I am led to think the following description of that piscatory pursuit, as carried on more particularly by the Sardinians, will be found interesting by many of your readers.

Thunny, in ichthyology, is a name given by us to a large fish, the Spanish mackrel,* called by some authors *thynnus*, and *arcynus*; but by Aristotle, Ælian, and other old writers, *pelamys*;† the *pelamid* of the modern Greeks; the *scomber-thynnus*, of Linné. It is specifically described by Artedi as of the *scomber* kind, having 8 or 9 dorsal fins rising out of a furrow in the hinder part of the back, and a furrow under the belly in place of the ventral fins.

The immense shoals of Thunny which enter the Mediterranean every spring, and resort more especially to Sardinia, are most probably attracted by the quantity of sea-nuts, which they feed on, as they abound on all the coasts. The female Thunnies are the largest, and they weigh from eight to twelve hundred pounds. The Sardinians, who, through an inconceivable negligence, abandon all the advantages of the common fisheries to foreigners, devote their whole attention to thunny-fishing. A shoal, after having passed the straits of Gibraltar, divides into two bodies, one coasting along Africa, and the other along Europe: a smaller body of the latter, comprising generally the largest of the species, after coasting along Provence and Genoa, passes between Tuscany and Corsica, and coasting the western side of that island, arrives off the northern parts of Sardinia; another body arrives likewise off the western and southern coasts. At the beginning of May the nets are all ready distributed at the different points; and those thunnies that escape, continue their course towards Syria: thence ultimately they enter the Black Sea, where they spawn, according to Aristotle. Strabo mentions that they spawn also in the Palus-Maeotis, or sea of Asov: it is very certain that they spawn likewise in the Sardinian seas.

During the fishing season the coasts become scenes of bustle and confusion. Vessels from all parts arrive with considerable sums of money, for the purchase of salted thunny. The inhabitants flock together from the

* Chambers' Cyclopædia: ed. Rees; folio.

† *Pelamys vera*, sive *thynnus*, Aristotelis Rondel. 245.—Raii synop. 23.—Shaw, pisc. nonnull. rarior. qui maria Algeriensium et Tunetanorum frequentant; No. 25.

interior of the kingdom, and are generously welcomed by the proprietors of the nets. Strangers, particularly, are not only handsomely entertained, but each person, were he a peasant only, or a servant, at his departure, is presented with a fish suitable to his quality. The head or chief of the fishermen is always chosen from among the most honest and clever of his profession, being invested with great authority. He arranges, orders, judges, and chastises, without any person being allowed to complain; as on him depends the success of the fishery. He also performs the pompous ceremony of fixing the net, which ought to be seven and twenty fathoms deep; it forms a parallopiped, it is divided into compartments, and held firm by anchors; the sides are vertically supported by large corks. As the head fisherman is constantly on the watch, when he thinks that there is a sufficient number for a draught, the last compartment but one is opened, into which are driven a certain number of fish that are consigned to "the chamber of death," which is the last compartment of the net.

The next morning early, if the sea be calm and the weather favourable, the head-man goes to select the fish that are to enter the chamber of death, which is immediately opened. He then lets down a stone covered with the skin of a black sheep, to frighten them into the chamber; but if that method does not succeed, he draws up part of the net, which by pressing the thunnies together forces them at last into the fatal enclosure. After this difficult operation, the head-man hoists a white flag for all the boats, which are arranged around the chamber. The large head boat is stationed to the westward, another to the eastward, smaller ones form the sides of the square, and the spectators are stationed in the rear, in boats sufficiently large to admit of their seeing the haul. When every thing is ready, the head fisherman gives the order "*weigh*;" the net now of immense weight, is drawn up with a slow regular motion; the men who haul, singing out in measured cadence *issa-issa*. As the boats draw in the net, the head fisherman moves nearer to the boat at the eastern end, and as the net narrows in its dimensions, all the fish, by being confined in the chamber of death, are soon seen on the surface of the water. The word "*kill*," is then given, and the slaughter with harpoons, &c. becomes dreadful. This business belongs to a particular set of men called *Piercers*, and their avidity in executing it is unbounded; as the eggs and entrails of the thunnies, which they get into their boats, are their perquisites.

When the two head-boats are well filled, they are towed ashore; and then begins the cutting-up. The fish are taken into large warehouses, and the first operation is cutting off the head. Each fish is carried by a porter to another warehouse, where they are hung up, and immediately divided into six pieces for salting; the eggs and liver are salted separately. It is a singular circumstance, that the porters are permitted to purloin the fish they carry; if discovered, the only punishment is restoration, but if the man has got into his house with it, the theft becomes legal. This custom originated with the proprietors; who considered it as a proportionate remuneration between the labour, which is excessive, and the wages, which are very low.

During the passage of the thunnies, if the nets are in good order and

well laid down, the draughts of fish are frequent and very productive. The Sassari fishery takes place eight or ten times in the season, at each of which, five hundred thunnies are caught. That of Porto-Scuto takes place from eighteen to twenty times; and produces eight hundred fish at each. The annual fishery may be estimated at fifty-two thousand fish: if we value each thunny, one with another, at four crowns, the produce will amount to about 70,000*l.* sterling per annum.

We conclude the subject with a list of the several fisheries and their rentals:—

| | |
|---|-----------------------|
| The Salines of Sassari | 5800 crowns. |
| Trabucaddu, in the Island of Asinara .. | Free for three years. |
| Pitinnuri | 1-5th of the produce. |
| Flumentegiu | Ditto. |
| Porto-Paglia | 9000 |
| Isola-Piana | 20000 |
| Porto-Scuto | 25000. |
| Cala-Vinagra, Isle of S. Pietro | 5000. |
| Cala-Saboni, Isle of S. Antioeo | Free, being royal. |
| Porto-Pino | 5 per cent. |
| Carbonara | Ditto. |
| Pula | Ditto. |

Two others have been farmed for some years.

JOHN.

MR. EDITOR,

ON looking over some of your early volumes, where one seldom fails of gleanings of knowledge as well as finding amusement, I was rather disappointed at coming to a contribution of your correspondent Argonaut;* who, although avowedly addressing himself to a class of readers whom the early duties of their profession must have abstracted from classical studies, contents himself with presenting to them a string of dry quotations from one of the most difficult of the latin poets, whose difficulty is in this instance moreover enhanced by the subject being technical. It is rather too much to presume upon a young naval officer's sea-library containing either that author (Juvenal) to consult the context, or old Ainsworth, with any other of the aids for penetrating the obscurity of a learned language, necessary even to those whose less active pursuits may have afforded more leisure to cultivate their school-learning, than your professional readers can be supposed to command. I say this without meaning to cast the least reflection on their deficiency in this respect; for indeed I am far from being persuaded that too much time is not sacrificed to this single acquirement, to the exclusion of almost every other, in our system of juvenile education; but this is not the place for discussing that opinion. I took up the pen to supply what I deem an essential omission on the part of your learned

correspondent, by requesting you to fill up the first *vacuum* in your publication with the following free translations of Argonaut's extracts, which I have collected from a book published by Tonson, 1702, entitled, "The Satyrs of Juvenal, (and Persius) translated into English verse by Mr. Dryden, and several other eminent hands," of whom Mr. Thomas Power, fellow of Trinity College, in Cambridge, appears to have done the twelfth, the one containing the description of the storm, which nearly proved fatal to Catullus, a friend of the poet.

*Ob reditum trepidantis ad huc, horrendaque passi,
Nuper, et incolumen sese mirantis amici.*

"This for my friend, or more I would perform;
Who, danger free, still trembles at the storm,
Presenting forms so hideous to his sight,
As safety scarce allays the wild affright."

*Nam præter pelagi casus, et fulguris ictum
Evasi, densæ coelum abscondere tenebrae
Nube unâ, subitusque antennis impulit ignis;
Cum se quisque illo percussus crederet, et mor
Attonitus nullam conferri posse putaret,
Naufragium velis ardentibus.—*

"First from a cloud that heaven all o'ercast,
With glance so swift the subtle lightning past,
As split the sail-yards; trembling, and half dead,
Each thought the blow was levell'd at his head;
All judg'd a wreck could no proportion bear,
The flaming shrouds so dreadful did appear."

*—Genus ecce aliud discriminis; audi
Et miserere iterum.—*

"This danger past, a second does succeed;
Again with pity and attention heed
No less this second, though of different kind."

*Cum plenus fluctu medius foret alveus, et jam
Alternum puppis latus evertentibus undis,
Arboris incertæ nullam prudentia cari
Rectoris conferret opem.*

"For now a sea into the hold was got;
Wave upon wave another sea had wrought,
And nigh o'er set the stern on either side:
The hoary pilot his best skill apply'd."

*Fundite quæ mea sunt, dicebat, cuncta, Catullus
Præcipitare volens etiam pulcherrima, vestes
Purpureas, &c.*

"Over with all, he cries, with all that's mine;
Without reserve I freely all resign.
Rich garments, purple dy'd in grain, go o'er;"

*Jactatur rerum utilium pars maxima, sed nec
Damna levant.*——

- " Thus most of the ship's freight went over-board,
Yet all this waste could small relief afford."

—— *Tunc adversis urgentibus illuc
Recidit, ut malum ferro submitteret.*

- " So fierce the storm, necessity at last
Does loudly call to ease her of her mast."

—— *discriminis ultima quando,
Praesidia offerimus, navem factura minorem.*

- " Hard is the case, and dang'rous the distress,
When what we wou'd preserve, we must make less."
*Mox cum reticulis, et pane, et ventre lagenae,
Aspice sumendas in tempestate secures.*

- " Go with provision, bisket, brandy stor'd;
But if you reasonably hope to speed,
You must produce your ax in time of need."

—— *postquam planum jacuit mare,
—— Fatumque valentius Euro,
Et pelago ——
—— modicâ non multo fortior aurâ
Ventus adest.*

- " Now when the sea grew calm, the winds were laid,
And the pleas'd *parcae* † spun a whiter thread;
When fate propitious sent a gentle gale."

—— *inopi miserabilis arte cucurrit
Vestibus extensis, et quod superaverat unum
Velo prora suo. Jam deficientibus austris,
Spes vitae cum sole redit.*

- " The shatter'd vessel, with one wretched sail,
Beside what gowns and coats her crew could lend
To help her on her course, did homeward bend:
The south-wind lessening still, the sun appears;
And into lively hope converts their fears:"

*Conspicitur sublimis apex, ——
Tandem intrat positus inclusa par aequora moles,
Tyrrhenamque pharon porrectaque brachia rursum,
Quae pelago occurrunt medio, longèque relinquunt
Italiam.—Truncâ puppe magister,
Interiora petit Baianae penia cymbae
Tutî stagna lacus; gaudent ibi vertice raro,
Garrula securi narrare pericula nautae.*

* The destinies; they were three sisters, *Clotho*, *Lachesis*, and *Atropos*, perpetually employed in spinning: if the thread they spun was white, it was a sign of life and prosperity; if black, of death and adversity.—AUTHOR.

" And now, in prospect sweet, his cheerful light
 The Alban * cliffs confesses to their sight;
 At last within the mighty mole she gets,
 Our Tuscan † pharos, that the mid-sea meets
 With it's embrace, and leaves the land behind;
 A work so wond'rous nature ne'er design'd.
 Through it the joyful steers-man clears his way,
 And comes to anchor in it's inmost bay;
 Where smallest vessels ride, and are secur'd.
 And the shorn ‡ sailors boast what they endur'd."

*I nunc, et ventis animum committe, dolato
 Confusus ligno, digitus a morte remotus
 Quatuor, aut septem, si sit latissima teda.*

" Go now, go trust the wind's uncertain breath,
 Remov'd four fingers from approaching death;
 Or seven at most, when thickest is the board."

PHILONAUT.

MR. EDITOR,

THE letter of your correspondent Iohannes, on St. Paul's shipwreck, in the last volume of the NAVAL CHRONICLE, (p. 468) having induced me to make some researches on the subject; I beg leave to lay before you in the first place, the following definitions from Hedericus (Lexicon) of the wind *Euroclydon*, and its supposed components, viz.

ΕΥΡΟΚΛΥΔΩΝ—Euroaquilo (q. v. in Lat. dict. M.) fluctuosus Eurus, ex *ευρῶ & κλυδων*.

ΕΥΡΟΣ—Eurus; ventus ab oriente spirans.

ΚΛΥΔΩΝ—Fluctus, unda; aestus, tempestas.

ΚΛΥΖΩ—Abluo, eluo, lavo; clystere perluo; inundo; sonum, ut fluctus, edo; *εκλυθη θάλασσα*, turbatum est mare.

In the next place, on looking at the folio edition of Chambers's Cyclopædia, by Rees, I find the following article:—

" Euroclydon, of *Eupos*. East-Wind, and *κλυδων*, wave, is a species of wind of which we have an account only in Acts xxvii. 14. and, concerning the nature of

* Near them was built *Alba longa* by Ascanius, who left his step-mother Lavinia, in the city of Lavinium, built by his father Æneas, and called by her name.—
 AUTHOR.

† Juvenal calls the port of Ostia, where Tiber disburthens itself into the sea, the Tuscan *pharos*: it was designed by Augustus after the model of the famous watch-tower, at Alexandria, in Egypt, so denominated. Claudius Cæsar, as Suetonius says, carried on and finished the mole, having for eleven years, kept thirty thousand men at work upon it. It was afterwards repaired by Trajan.

‡ It was a custom among the antients, when in distress at sea, to invoke the aid of some god, with a solemn vow of cutting off their hair, and offering it to him, as an acknowledgment to whose assistance they owed safety. To this also St. Paul probably alludes, Acts xxvii. 34.

which, critics have been much divided; Bochart, Bentley, Grotius, and others, substitute another reading, supported by the Alexandrian MS. and the vulgate *Ευρακυλον*, or Euroaquoilo; but Mr. Bryant defends the common reading, and considers the Euroclydon, i. e. *Ευρος κδυδων*, as an east wind that causes a deep sea, or vast inundation. He maintains, in opposition to Dr. Bentley's reasoning, who supposes that the mariners in the ship, the voyage of which is recited in this passage, were Romans, that they were Greeks of Alexandria, and that the ship was an Alexandrin ship, employed in the traffic of carrying corn to Italy; and therefore that the mariners had a name in their own language, for the particular typhonic or stormy wind here mentioned. He also shews from the passage itself, that the tempestuous wind called Euroclydon, beat (*κατ' ανους*) upon the island of Crete; and therefore, as this is a relative expression referring to the situation of the person who speaks of it, who was at that time to the windward, or south of it, the wind blew upon shore; and must have come from the south or south-east; which he adds is fully warranted, from the point where the ship was, and the direction it ran in afterwards, which was towards the north and north-west.—Bryant's Observations, &c. 1767. p. 1, &c."

Should the above prove any ways interesting, it will fully answer the intention of
Your's, &c.

July 5, 1811.

D. L.

MR. EDITOR,

THE commentary on what may be called the two nautical chapters of the Acts of the Apostles, by "Johannes," in the last volume of your publication, has raised a question I have long wished to see agitated once more in the reading world, and then finally laid to rest, as I hope it now will be, by the united means of your naval and classical correspondents; I do not pretend to be comprehended under either of those divisions. I am neither an admiral nor a bishop, but a lover of science and of literature, and with respect to the marine branch, I call myself what is styled a mere *amateur*: in which capacity I beg leave, towards solving the inquiry in question, to contribute a memorandum of the Greek mariner's compass, (of course I cannot mean to commit such an *anachronism* as to allude to it in a magnetical sense) copied from what I think must be admitted to be good authority, namely, the tower of the winds at Athens, viz.

| | | |
|------|------------|------------|
| N. | Boreas. | ΒΟΡΕΑΣ. |
| N.E. | Kaikias. | ΚΑΙΚΙΑΣ. |
| E. | Apeliotes. | ΑΠΕΛΙΩΤΗΣ. |
| S.E. | Euros. | ΕΥΡΟΣ. |
| S. | Notos. | ΝΟΤΟΣ. |
| S.W. | Lips. | ΛΙΨ. |
| W. | Zephyros. | ΖΕΦΥΡΟΣ. |
| N.W. | Skiron. | ΣΚΙΡΟΝ. |

It is observable, that although this list makes no mention of the wind called by the Greek writer, or translator, of the Acts, *Euro-clydon*, it gives

us the component Euros for the south-east; and it must be evident even to the most unlearned or unscientific observer of the map, that between two places bearing so nearly east and west of each other, as do Gozo of Candia (the *Clauda* of Paul) and Malta (the supposed *Meli'a*) no wind to the northward of east would ever drive a vessel, abandoned to its impulse, from the former to the latter place; and my idea of the wind in question partaking of a northern origin is done away by its primary appellative.

I further beg leave to add the practical information that in the Adriatic gulf the wind usually blows right up or down, that is about S.E. or N.W. like the Red Sea and other confined waters; moreover, the island Meleda is the first of the Illyrian or Dalmatian group, projecting considerably athwart the fair way of coasting navigation. These reasons make the opinion of Johannes preponderate in the scale of my judgment.

For greater correctness I beg leave to subjoin the exact geographical position of the two places in question—of St. Paul's last departure, and of his received shipwreck; that is to say:—

| | | | |
|------------|----|----------|-------|
| Gozo | 34 | 50 N.—23 | 2 E. |
| Malta..... | 35 | 53 N.—14 | 50 E. |

AMATEUR.

MR. EDITOR,

Edinburgh, 12th July, 1811.

WITHOUT entering much into the merits of the question, whether it would be better if captains in the navy were restrained from the practice of disrating midshipmen, I flatter myself I can prove, in opposition to your Correspondent *Marmaduke Pioneer's* opinion, that they are not only legally justified in the exercise of this practice, but authorized so to do by their *Instructions*, and by that article of them which M. P. quotes as "*setting aside the right so indisputably as to be placed beyond the sphere of argument.*"

By the 16th Article, "The captain is not to discharge or disrate any *commission or warrant* officer of the ship he commands, except the master at arms, sail maker, caulker, rope maker, armourer, armourer's mate, and ship's cook, who, though appointed by *warrants*, are to be considered as *petty officers, any of whom* (*i.e.* ANY PETTY OFFICER) he may disrate, if their conduct is such as absolutely require it." Here it is, I draw my conclusion directly opposite to that of M. P. because *midshipmen* are *petty officers*, and consequently the captain is authorized to disrate them, the same as he is to disrate any boatswain, gunner, or carpenter's mate, cockswain, quarter-master, &c. &c. and of whom no particular mention is made in the article above alluded to; more than the midshipmen, though they are all equally *petty officers*. It will not be supposed by this that I have the least idea of putting the midshipmen (who are gentlemen) upon a footing in any *other* respect, with the other classes. The 45th Article of the *Instructions*, (also quoted by M. P.) therefore, does not at all apply, as it mentions any other officer, not *petty officer*. The reason also for the

exceptions in the 16th article are obvious; for had it restricted the captain from disrating any commission or *warrant* officer, *without exception*, those *inferior warrant* officers might have been supposed included in the restriction; although they *never* had been considered as any other than *petty* officers, and are always so classed in the official statement called a weekly account.

As I profess not to enter into the propriety of leaving this power in the hands of the captains, (though much has been said and might be said for it) I might here stop, as I conceive I have clearly shewn that M. P. has completely mistaken the *meaning of the instructions*, and that he does them (the captains) great injustice, when he asserts that the exercise of the practice alluded to is *both illegal, and unjust*. If there is any *injustice* in it, it rests with the framers of the regulations not with the captains; and *illegal* it cannot be, while they are in force.

That some captains, like other men, may abuse the power intrusted to them, will be granted, but it is *monstrous* to suppose, that any captain would venture so flagrant an injustice as to *antedate* the disrating, *in order to bestow the prize-money on a favourite*. M. P. has forgotten, or does not know, that, although the young gentleman himself may not know whether he is *rated* or *not*, there are other officers besides the captain (not to mention the clerk and his assistants) who must know it; and these are the 1st lieutenant, master, and purser, who are obliged to sign all muster books, and until lately the boatswain did so: were a captain then to be found so lost to honour as to be capable of such a base action as M. P. supposes, is it probable that in the *same ship* he would find three officers of rank to abet him in it?

Although I never before heard the power and right of the captains to disrate petty officers questioned, it has certainly been often alleged that the power should be *withdrawn* in the case of the *midshipmen*. Many arguments might be adduced on both sides; I shall, without decidedly giving my own opinion, mention one inconvenience it would be of to the young gentlemen themselves; it is well known that in many ships, particularly in time of peace, the number of young gentlemen on the quarter deck far exceeds the number allowed to be rated; and it has been a frequent, and I think a very good practice, to *rate the whole in turns*, perhaps six or nine months each, in order to complete their time to enable them to pass examination for lieutenants; thus nine midshipmen, where six only are allowed, may complete their rated time of two years in three; a manifest advantage I think to the young men themselves; when it is so desirable that their rated time should be completed before they attain the age of 19, the period when they are eligible to pass. Another practice I have known, and which I think equally fair, is, that youngsters of 15 or 16 are rated to *get their time*, but by agreement allow the difference of pay (and if prize-money why not?) to others who are by age and experience much more capable of doing the duty, and to whom the pay itself, small as it is, may perhaps be an object. Now, nothing of this could be done, if the captain had it not in his power to rate those he chose.

As to the abuse of the power, I solemnly declare, that after 43 years service, and nine of which a midshipman, I never knew one instance of a captain disgrating a midshipman for misconduct, but where the crime or misbehaviour was so notorious as to fully justify the measure even to the minds themselves; nor is it very easy to conceive how a captain is to entertain such a prejudice (without a cause) against any young man, when it is considered that he is the *sole* patron of every midshipman on board.

Had M. P. wished a reform (the seeming rage of the present day) it would have been better had he applied at once to the fountain head of power; and not by accusing (without just ground) the whole body of captains of acting illegally and unjustly, raise a spirit of discontent among those who compose the "*Country's bulwark, i's present and future hope.*"

I remain, Mr. Editor,

A CONSTANT READER, & OCCASIONAL
CORRESPONDENT.

PLATE CCCXLII.

IN the VIIth Volume of the NAVAL CHRONICLE,* is a folding chart of the Island of Newfoundland, by Colonel Desbarres, a meritorious officer, who had been many years employed by government, in surveying Nova Scotia, &c.; and also a view of the Entrance of the harbour of St. John's, Newfoundland,† engraved by Wells, from a drawing by the Rev. J. Hall.—The accounts of Newfoundland, illustrating those plates, are so copious, that, in directing the attention of the reader to the annexed view of the interior of St. John's harbour, we have only a few historical particulars to offer.

The Island of Newfoundland, as already stated,‡ was discovered by Cabot, at the close of the fifteenth century. In the reign of Henry the VIIIth. two Englishmen, named Elliot and Thorn, traded thither, to such advantage, that Mr. Hare, an eminent merchant, projected a scheme for a settlement there, and induced several of his friends to assist him in the execution. The plan had an unfortunate issue; as the adventurers were reduced to such wretchedness, by famine, that they are reported to have devoured each other. For some years, the English seemed to relinquish all thoughts of prosecuting the discovery; in consequence of which, the French and Portuguese gained a footing on the island, and carried on a profitable trade in fish and furs. In 1579, Mr. Cotton, a merchant of Southampton, employed Captain Whitburn, in a ship of 300 tons, to fish for cod on the great bank; but the excess of cold compelled him to put into Trinity Harbour. There, however, he exerted himself so diligently, that, with fish, and other commodities, he defrayed the expenses of the

* Page 325.

† Page 484.

‡ Vol. VII. page 326.

voyage. He was again employed in the same manner; and, during his residence at Newfoundland, Sir Humphry Gilbert arrived there, to take possession of the island for the crown. Sir H. Gilbert was obliged to evacuate it, in the following year; and, on his return to England, perished in a storm. In 1622, the English again returned to settle on the island, under the conduct of Mr. George Calvert; who, by clearing and planting the land, was much more successful than his predecessors. The French had long been in possession of Placentia, and of the principal part of the island; but, as they did not molest the settlements of the English, on the eastern coasts, the vessels of both nations fished quietly together. The English, however, long entertained a desire of making themselves masters of Placentia, as the only fortified town in the island, and also of the whole southern part, occupied by the French. But their endeavours, both by force and negotiation, proved fruitless, till the peace of Utrecht; when, taking advantage of the low state, to which Louis the XIVth had been reduced, they insisted on the entire and absolute cession of Newfoundland. Since that time, no other nation has attempted a settlement there; but there has been a reserve of the right of cod-fishing, both to the French and Spaniards.

SHIPWRECKS.

DESTRUCTION OF THE FIRM, GUN-BRIG.

HIS Majesty's gun-brig Firm, Lieutenant John Little, commander, was totally lost in Cancalle Bay, at four o'clock on the morning of June 28, 1811.

Our correspondent at Jersey writes, under date of 2d July, that the Firm was, with the boats of H. M. S. Fylla, going in to attack two French gun-brigs which they had chased close in with the shore the evening before, who, under cover of the darkness of the night, had shifted their anchorage higher up the bay.—Lieutenant Little, finding the water shoal, wore round for the purpose of standing out, when the Firm unfortunately grounded on a bank, and all efforts to save her being ineffectual, she was set fire to by her gallant commander and crew, in the face of the enemy. We are glad to state, that not a man was hurt on this occasion, although for some time engaged with the two gun-brigs the night before, the Fylla not being able to come up in consequence of the shoalness of the water. Lieutenant Little, with his officers and crew, were brought to Jersey in the Fylla. They did not save a single article of clothes. The bravery shewn on all occasions by Lieutenant Little, leaves very little doubt of what would have been the result, had he, with the assistance of the officers and men he had from the Fylla, come alongside the enemy's vessels. Lieutenant Little is extremely unfortunate, this being the third time this war that he

has lost every thing he had. He was one of the only two lieutenants saved from the wreck of H. M. S. *Athenienne*,* and was a passenger in the *Lady Hobart Packet*,† when she struck at night on an island of ice on the Banks of Newfoundland.

HYDROGRAPHY.

EASTERN OCEAN.

ACCOUNT of a ledge of rocks discovered by H. M. S. *Arrogant*, the *Dover Castle*, *Asia*, and *Admiral Rainier*, in company, 23d January, 1802, 4h. 30m. P.M. saw the appearance of breakers bearing N.W. distant about half a mile; brought to and sent a boat to examine them, which returned at half-past six, having found a ledge of coral rocks with only six feet of water on them, extending a quarter of a mile N.E. and S.W. the soundings round them two and a half, 5, 8, 12, fathoms at a cable's length, and 29 at about a quarter of a mile distant.

Latitude south, $50^{\circ} 12'$.

Longitude east, $113^{\circ} 60'$ per chronometer.

The above situation may be depended on, as the time-keepers of all the ships agreed, and the island of *Lubec* was seen at noon from the *Asia's* mast-head bearing S.S.W. and we made the island of *Solumbo* next morning: our run to which agreed very well with the above longitude; there does not exist such reef in any chart, and its being so much in the track of ships going through the *Java seas*, particularly those bound to *China* by the eastern passage, renders it very dangerous.

Extract from the Log of H. M. S. Caroline, containing the particulars of a shoal called the Hollands-Garden bank, near the coast of Cochin-china; on which H. M. S. Grampus, and E. I. C. ship Canton, struck in their passage from Macao to the Streight of Malacca, on Thursday, 10th January, 1805.

“ Observed at one P.M. H.M.S. *Grampus*, and E. I. C. ship *Canton*, making signals for striking on a shoal; sounded in $6\frac{1}{2}$ fathoms hard sand—hauled to the W.N.W.—in two reefs: *Pulo Cicer de Mar* E. S. E. $\frac{1}{2}$ S. 7 leagues west extreme of the land, on the coast of Cochin China called the *Jacob mountain*, which then looked like an island bearing W. 20° N.; the opening or entrance to *Padran* at the back of *Pulo Ceeindes terre*, [*sic cr.*]

* *Vide NAVAL CHRONICLE*, Vol. XVII. page 57.

† *Ibid.* Vol. X, page 181.

bore N. 17° east; sounded as going to the westward from 7 to $8\frac{1}{2}$, 9 and 13, fathoms for two miles, and again shoaled as going to S.W. from 13 to 7 fathoms, then deepened to 9, 11, 13, 19 fathoms, the shoal must therefore extend 5 or 6 miles in every direction, and is very dangerous, as the sea is not at all discoloured: the ships a mile west of us had 18 fathoms: its latitude, deducted from ours at noon is $10^{\circ} 42'$ to $10^{\circ} 33'$ north; its longitude, by good chronometers, $108^{\circ} 40'$ to $108^{\circ} 46'$ —or thereabout.

Extract of a letter from H.M.S. Grampus, January 12, 1805.

"It is with extreme regret, I inform you, that on the 10th instant, at half-past one o'clock P.M. in latitude $10^{\circ} 41'$ N. longitude $108^{\circ} 47'$ east, whilst in the act of sounding, the Grampus struck on a shoal, called Van Holland's Garden, having at the time about 23 feet water—the violence of the shocks was such, that she has felt them I fear most severely, in every timber of her frame; for she struck so heavy, I had no other expectation than that she must have bulged, and her mast have gone by the board—it was blowing fresh at the time from N.N.E."

The following is another account of the shoal on which the E. I. C. ships Glatton and Canton, struck when coming the inner passage from China.

"The Holland's shoal bears from Pulo Cicer de Mar, W. 20° north, (six leagues four fathoms) lat. $10^{\circ} 41'$ N. Long. $108^{\circ} 42'$ E.; the high land at the back of Pulo Cicer de Mar, N. 17° E. 12 or 13 leagues."

Extract of a letter from Commodore J. Hayes, commanding the Bombay frigate, to W. T. Money, Esq. Superintendent of the Marine.

"At 10 A.M. the 22d of June, we passed within the ship's length to the eastward of the shoal, named the Schedam Bank, which appeared to be about 50 yards in circumference; and although the sea did not then break upon it, I am convinced it would do so in a gale of wind—it lies in latitude $19^{\circ} 10'$ N. and longitude $86^{\circ} 57' 49''$ E.; we were going upwards of ten knots per hour in passing it, which, added to other imperious circumstances, prevented me from making any further observations respecting it; the Danish captain who first gave an account of it was driven to it by a gale of wind; from which cause I conjecture he mistook False Point, for Point Palmiras, and from the precarious nature of his situation under such circumstances, was not in other respects more accurate: it cannot be missed in the fair season if searched for in lat. $19^{\circ} 10'$ N. and between the longitude 87° and $86^{\circ} 40'$ E.; the black Pagoda bears from it by my account N.W. by N. 50 miles, but by the same account the black Pagoda is placed on the charts about 15 miles too far west."

POINT PALMIRAS.

CAPTAIN F. Mc CARTHY, of the E. I. C. gun-brig, *Scourge*, by correct and repeated observations, lays down Point Palmiras as follows:—

Latitude $20^{\circ} 43' 27''$ N.

Longitude $86^{\circ} 45' 45''$ E.

THE American brig *Pensylvania*, Captain Shaw, sailed from Malacca, the 12th November, 1803, discovered the following shoals in her passage to China, through the China Seas:—

| December. | Shoal. | Latitude North. | Longitude East. | Remarks, &c. |
|-----------|--------|-----------------|-----------------|--|
| 16 | 1 | 7 92 | 113 30 | |
| 20 | 2 | 7 26 | 114 48 | |
| 20 | 3 | 7 33 | 114 51 | |
| 20 | 4 | 8 17 | 114 43 | |
| 21 | 5 | 8 48 | 115 17 | |
| 21 | 6 | 8 58 | 115 21 | |
| 21 | 7 | 9 04 | 115 17 | The <i>Fanny</i> , country ship, Captain Robertson, was cast away on the shoal, in latitude $9^{\circ} 45'$ N. longitude $114^{\circ} 49'$. |
| 22 | 8 | 10 00 | 115 20 | |
| 23 | 9 | 9 45 | 114 49 | |
| 24 | 10 | 9 32 | 116 34 | |
| 26 | 11 | 9 47 | 116 58 | |
| 26 | 12 | 9 52 | 116 43 | |
| 27 | 13 | 10 23 | 116 49 | |
| 27 | 14 | 10 49 | 117 10 | |

THE APO BANK,

ON THE COAST OF MINDORO ISLAND.

[Translated from the Spanish.]

THE head of Mindoro that points towards the north, and the Tara Island and Busuagan runs N.N.E. and S.S.W. near 14 leagues, and the shoal lies almost in the centre of the bank; being from N.W. and S.E. near 4 leagues of sandy soil and of low water, but small vessels may pass over it. There are also two small islands in the head of N.W. and in the point of S.E. from which place may be seen the island of Santa Cruz, distant almost 4 leagues; and by this channel vessels may pass without danger, even those of the largest size; and by the other side runs a channel from the said bank to the Tara Island and other islands from the head of N. of Busuagan, which is very wide, being more than 6 leagues in breadth.

Marine Law.

COURT OF KING'S BENCH.

THE rule for a criminal information against Captain Lawless, of the navy, for assaulting the Rev. G. Cuthbert, a magistrate of Portsmouth, stands over, by agreement, till after the long vacation.

HIGH COURT OF ADMIRALTY, DOCTORS' COMMONS,

MAY 28, 1811.

BOREAS, Robinson, master.—This was a question of salvage. The vessel had been removed from a situation of considerable distress, by the exertions of the salvors, for which a tender of 40 guineas had been made. *The Court was of opinion that the same was sufficient, and pronounced for the same, together with their expenses.*

LADY MADISON.—This was a question of salvage, in respect to an American ship and cargo, of the value of 18,000*l.* which had been got off the sands, after lying there from Sunday to Friday, by the exertions of the crews belonging to six smacks, consisting of 40 men, and, afterwards, safely moored in the Thames. *The Court decreed 1,200*l.* as a remuneration.*

FRIENDSHIP, Cott, master.—This was also a question of salvage. It appearing that considerable danger had been risked on this occasion, *the Court decreed 1,000*l.* to the salvors, with their expenses.*

JUNE 17.

Fox, Porter, master.—The final judgment of the Court in this important case, had been delayed in consequence of an expected official communication of the revocation of the Berlin and Milan Decrees, upon which the British Orders in Council were founded, as it was under those Orders that the ship in question was captured.

The Fox sailed from Boston, in the United States, on a voyage to Cherbourg: in the prosecution of which, she was captured on the 15th of November last, by the Amethyst frigate, under the command of Sir Michael Seymour. A claim was given by the owners as neutral subjects, and, on the 30th of May last, the case came on for hearing.

It was contended on behalf of the captors, that, as the vessel was bound for a port in France, she was violating the British Orders in Council of the 26th of April, 1809, and, under those orders, was clearly liable to condemnation.

This was opposed by the claimants' counsel upon two grounds: first, that the Orders in Council had ceased to exist, because the French Decrees upon which they were grounded, had been revoked; and next, that, if even those Decrees could be considered as still in existence, the circumstances of equity which distinguished this case, would justify the Court in relieving the claimants from the penalty imposed by the Orders in Council.

Judgment being moved,

Sir W. Scott observed, he could not, in justice to the captors, farther postpone the final judgment of the Court. There was no evidence of revocation produced, beyond that of the declaration made to America of the grounds upon which France would consent to such an event, which were, that England should relinquish the rights her maritime superiority gave her, or that America should make herself respected. The general policy of England made it evident that she would never consent to a proposition depriving her of rights sanctioned by the acquiescence and general usage of Europe: and the other was nothing less than requiring America to join France in a hostile confederacy against this country, which, from her conduct, was also evident had not taken place. The Orders in Council must, therefore, be considered as still existing; and the additional evidence promised, not having been furnished, seemed still farther to support that conclusion. The learned Judge, therefore, could not but consider it his duty to condemn the vessel, leaving it to an appeal to decide upon the matter of fact, should the additional evidence expected, still be furnished.

The sentence of condemnation was accordingly pronounced.

The following American vessels were also condemned at the same time, and on the same principle:—

Ann, Dolabar; Woodbridge, Kinsman; Two Sisters, Devereux; Garland, Half; Adolphus, Brevet; Betsey, Linzies; Projector, Brown; Betsey, Millward; Matilda, Lee; Danube, Pearse; Rebecca, Toby; — Bridges; Eliza, Cargey; Mary, Vickery; Charlestown Packet, —, and Beauty, —.

JUNE 21.

ANDREW, Coggins, master.—This American vessel, laden with a cargo of wine and brandy, was captured in the prosecution of a voyage from Bayonne to New York. The Court, in this case, condemned the ship and cargo, on the ground of a violation of the Orders in Council.

THE ROSE IN BLOOM, Olcott, master.—This American vessel was invested with the character of a cartel, provided with a license from Mr. Russel, the American charge d'affairs at Paris, countersigned by the American consul at Bayonne, and destined from that port to the United States. She was also furnished with stores and supplies by the American government, and was chartered to convey between 20 and 30 American captains and others to their own country. Thus far all was correct; but the master, without the privity of its owners, had taken on board some punchons of brandy, and other French produce, to the value of about 1000*l.* sterling, and, being met by one of our cruizers with this property, she was, under the Orders in Council, sent into a British port. On these facts, the Learned Judge condemned the ship and cargo, with the exception of "the stores and supplies provided by the American Government."

JULY 5.

JANE, of London.—This was a question of salvage, and it came before the Court by way of an appeal from the award of 386*l.* made by certain

magistrates, for getting the ship off the Burnham Sand, and safely bringing her into Burnham River. *The Court was of opinion, that the service was performed without any considerable merit or danger, and, therefore, pronounced for 200*l.* and expenses.*

GOLDEN FLEECE, Sillamau, master.—This American ship, laden with cotton, was bound from America to Bourdeaux at the time of capture.

LARK, Cloutman, master.—This was an American vessel and cargo, bound from Marblehead to Nantz.

ELEANOR, Kempton, master.—This American vessel was laden with tobacco, rice, and cotton, and bound from the Savannah.

LYDIA, Keldham, master. This American vessel, laden with wine and brandy, was proceeding from Bourdeaux to Boston.

HELEN, Elkins, master.—This American vessel, laden with fish and oil, was bound from Marblehead to Bourdeaux.

TELEMACHUS, Berry, master.—This American vessel was captured on a voyage from Bourdeaux to Salem in America. *The above were condemned, as coming under the same principle on which the Fox was condemned; but the private adventures were restored.*

The BROTHERS, Powditch, master.—This was a question of recapture from the French, effected by one Murdock and some other foreign seamen, who were put on board with the prize-master and others at the time of capture. The property amounted to 13,900*l.* The Court observed, that there was considerable merit and danger attending the rescue, and, therefore, pronounced for one-fourth part of the value of the property to the recaptors; one-fourth part of which was to be given to Murdock, as the principal leader in the transaction, and the remainder to be equally divided amongst the other persons.

EDEL CATHARINA, Clause, master.—This vessel was sailing under Danish colours, laden with iron, &c. *Ship and cargo condemned; private adventures restored.*

MIDDLESEX SESSIONS.

At the Sessions for the County of Middlesex, at the Sessions House, Clerkenwell Green, before a full Bench of Magistrates.—Wm. Mainwaring, Esq. in the Chair.

Rescuing impressed Men.

G. M. Blackhart, landlord of the Queen's Head public-house, Gravel, lane, and Janson, a foreigner, were indicted for rescuing a man from the press-gang, on the 14th of September last. It appeared that, on the evening above-mentioned, Lieutenant Donadieu and a party of men under his command, being on shore in the impress service, passed by the defendant's house (the Queen's Head), and hearing a fiddle and dancing, he ordered a midshipman and two seamen to go into the house, and endeavour to pick up a man: they, accordingly, went in whilst the lieutenant stopped at the door. There were several seamen in the room, who, on the midshipman's asking

them who they were, said they were man-of-war's men on shore with leave of absence. The officer desired to see their certificates, when two of them not being able to produce any, he was proceeding to take them away; a scuffle ensued, and some blows passed; the officer and his men, however, succeeded in taking the two men out of the house; but, on their coming out of the door, the defendant Blackhart followed, and calling to the mob, who stood round the door "go it boys, rescue them," the mob attacked the press-gang, and, in the scuffle, one of the impressed men escaped.

Mr. Alley, on the part of the defendant, Blackhart, contended that he was justified in what he had done, Lieutenant Donadieu, to whom the impress warrant was directed, not having entered the room with the midshipman, that officer could have no legal authority to act, and, therefore, the resistance made to him in the house was legal, and the resistance without side of the door was merely a continuation of that which commenced within the house. Neither had any proof been produced that the man who escaped was a person proper to have been impressed, he, therefore, contended that the defendant, Blackhart, must be acquitted.

The Court, however, over-ruled both the points taken by the Learned Counsel, and the jury found the defendant guilty.—Sentenced to be imprisoned six months. Janson, against whom there was no evidence, was acquitted.

COURTS MARTIAL.

JULY 1.—A court martial was held on Mr. James Martin, master of H. M. S. Mercury, for drunkenness and neglect of duty, whilst rowing guard at Spithead.—He was sentenced to be dismissed his Majesty's service.

On the same day, Mr. Thomas Munden, boatswain of H. M. S. Inconstant, for exceeding his leave of absence, and thereby neglecting his duty, was sentenced to be dismissed his office of boatswain of the Inconstant, and to serve as boatswain in an inferior rate.

JULY 17.—A court martial was held on board the Salvador del Mundo, in Hamoaze, for the trial of Mr. William Skinner, carpenter of the Talbot, Captain the Hon. A. Jones, for a breach of the 24th article of war, in attempting to dispose of the ship's stores.—The charge being clearly substantiated, Mr. Skinner was sentenced to be dismissed his situation of carpenter in his Majesty's navy, and to serve before the mast, on board such of his Majesty's ships as the commander-in-chief at this port should direct. President, Rear-admiral Sir Edward Buller, Bart.

Lieutenant William Sandom has been tried by a court martial, for a breach of the second article of war. The Court agreed that the charge originated in a malicious combination, and did adjudge him to be most fully acquitted.—Admiral Hargood, President.

A court martial has been held on Wm. Barker and Edward Lowry, seamen, of the Inconstant, for desertion.—They were sentenced to receive 150 lashes each.

Ed. Williams, seaman, of the *Abercrombie*, for having found, on the 13th inst. 30l. in bank notes, the property of Robert Gilles, and only returning 24l. of that sum.—Sentenced to receive 50 lashes.

Mr. William Ward, carpenter, of the *Vulture*, for repeated drunkenness, and absenting himself without leave several times.—Dismissed from his office of carpenter of the *Vulture*, rendered incapable of ever serving as a warrant officer again, and to serve in such other situation as the commander-in-chief shall direct.

The following is a copy of the sentence of the court martial, held on board his majesty's ship *Pompée*, in Carlisle Bay, Barbadoes, on Tuesday the 18th, Wednesday the 19th, and continued on board his majesty's ship *Captain*, on Thursday the 20th, July, 1809, for the trial of Lieutenant Wm. Richards, of his majesty's guard-ship *Dart*, recently alluded to in the House of Commons by Mr. Brougham:—

At a court martial, held on board his majesty's ship *Pompée*, on Tuesday the 18th, Wednesday the 19th, and continued on board his majesty's ship *Captain*, on Thursday the 20th, of July, 1809:—Present, Wm. C. Fahie, Esq. captain of his majesty's ship *Pompée*, and second officer in command of his majesty's ships and vessels in Carlisle Bay, Barbadoes, President;—Captains J. A. Wood, V. V. Ballard, C. J. W. Nesham, and C. Dilkes: M. Anderson, deputy judge advocate.

The court, pursuant to an order from the Hon. Sir A. Cochrane, K. B. Rear-admiral of the Red, and commander-in-chief of his majesty's ships and vessels at Barbadoes, the Leeward Islands, &c. dated the 15th day of July, 1809, and directed to W. C. Fahie, Esq. captain of his majesty's ship *Pompée*, and second officer in command of his majesty's ships and vessels in Carlisle Bay, Barbadoes, having been duly sworn, proceeded to the trial of Lieutenant Wm. Richards, belonging to his majesty's sloop *Dart*, agreeable to an order from the Hon. Sir A. Cochrane, K. B. Rear-admiral of the Red, and commander-in-chief of his majesty's ships and vessels at Barbadoes, the Leeward Islands, &c. dated the 15th July, 1809; to investigate and inquire into the whole of the relative circumstances which occurred on the day of the death of J. Robinson, belonging to his majesty's ship *Pompée*, then a supernumerary on board his majesty's said sloop *Dart*, and to try him, the said Lieutenant Wm. Richards, for his conduct on the occasion.

The court having heard the evidence in support of the prosecution, as well as what the prisoner, Lieutenant W. Richards, had to offer in his defence, and the evidence adduced on his behalf, and very maturely and deliberately weighed and considered the same, is of opinion, that there was no malice on the part of the prisoner, Lieutenant William Richards, towards the deceased, J. Robinson, or any intention to cause his death, and doth, therefore, acquit him, Lieutenant Wm. Richards, of the death of the deceased, J. Robinson; but the Court is of opinion, that the conduct of the said Lieutenant William Richards was negligent in leaving the *Dart* at the time he was commanding officer, without a commissioned officer, and in not having placed proper and sufficient sentinels over the deceased J. Robinson, while in irons.

And the court is further of opinion, that the conduct of Lieutenant Wm. Richards, after his return to the Dart, on the night of the 27th of November last, was oppressive and cruel, in making use of so large a gag, and in suffering the deceased, J. Robinson, to remain such a continuance of time gagged with his hands tied behind his back; and doth, therefore, adjudge him, Lieutenant Wm. Richards, to be dismissed from his majesty's service, and rendered incapable of ever again serving as an officer in the navy of his majesty, his heirs and successors.

The court has observed, with regret and astonishment, that the body of the deceased, J. Robinson, was not only committed to the deep, instead of having been sent on shore for the decision of an inquest and interment, but also, that the body was sent from the ship without even a prayer-book to read the funeral service.

And the said Lieutenant William Richards is hereby sentenced accordingly.

(Signed by the Court),

WM. CHAS. FAHIE, President.

J. A. WOOD.

V. V. BALLARD.

C. J. W. NESHAM.

CHAS. DILKES.

MATTHEW ANDERSON, Deputy-Judge-Advocate.

NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(June—July.)

RETROSPECTIVE AND MISCELLANEOUS.

ON the 24th of July, Parliament was prorogued, by commission, to the 22d of August.—The report of the Queen's Council, respecting the state of his Majesty's health, which was laid before Parliament previously to the close of the Session, was not such as to encourage the hope, that his Majesty could, at any early period, be in a state of mind to resume the exercise of the regal functions.

It is also our painful duty to state, that a change, of the most serious and alarming nature, has subsequently taken place, in his Majesty's disorder. At one time, shortly before the prorogation of Parliament, he is reported to have been 54 hours, without the enjoyment of a moment's repose, without a moment's cessation of incoherent raving! The only rest that he obtains is procured by the administration of powerful opiates.

At page 38, will be found Commodore Rodgers's official account of the action (noticed at page 502 of the preceding Volume) between the American frigate, President, and H. M. sloop of war, Little Belt; and, amongst our *Let ers on Service*, appears Captain Bingham's report of the same affair. Thus, "the baue and antidote are now before us." Various unofficial particulars relating to the engagement, are also given in a preceding sheet.

Sir Joseph Yorke, having hoisted his flag in the *Vengeur*, of 74 guns, Captain Brown, has sailed from Plymouth, with the *Dannemark*, Captain Bisset, the *Edinburgh*, Captain Rolles, the *Pyramus* frigate, Captain Dashwood, and the *Rover* sloop, Captain Finley. When he sailed, it was understood that he had orders to proceed to America, to demand an explanation and satisfaction respecting the action between the *President* and *Little Belt*; but this report has since been contradicted, and Sir Joseph's destination is unknown.

Imperial Parliament.

HOUSE OF LORDS, WEDNESDAY, JULY 24.

THE business of the Session having been concluded, Parliament was prorogued by commission; the Lord Chancellor, as one of the Commissioners, delivering the following Speech, on behalf of his Royal Highness the Prince Regent:—

“ My Lords and Gentlemen,

“ His Royal Highness the Prince Regent, acting in the name and on the behalf of his Majesty, has commanded us to signify to you the satisfaction with which he finds himself enabled to relieve you from your attendance in Parliament, after the long and laborious duties of the session. We are particularly directed to express his approbation of the wisdom and firmness which you have manifested, in enabling his Royal Highness to continue the exertions of this country in the cause of our allies, and to prosecute the war with increased activity and vigour.

“ Your determined perseverance in a system of liberal aid to the brave and loyal nations of the Peninsula, has progressively augmented their means and spirit of resistance, while the humane attention which you have paid to the sufferings of the inhabitants of Portugal, under the unexampled cruelty of the enemy, has confirmed the alliance by new ties of affection, and cannot fail to inspire additional zeal and animation in the maintenance of the common cause.

“ His Royal Highness especially commands us to declare his cordial concurrence in the measures which you have adopted, for improving the internal security and military resources of the United Kingdom.

“ For these important purposes you have wisely provided, by establishing a system for the annual supply of the regular army, and for the interchange of the militias of Great Britain and Ireland; and his Royal Highness has the satisfaction of informing you, that the voluntary zeal which has already been manifested upon this occasion, has enabled him to give immediate operation to an arrangement by which the union and mutual interests of Great Britain and Ireland may be more effectually cemented and improved.

“ Gentlemen of the House of Commons,

“ His Royal Highness commands us to thank you, in the name and on behalf of his Majesty, for the liberal supplies which you have furnished for every branch of the public service.

" His Royal Highness has seen with pleasure the readiness with which you have applied the separate means of Great Britain to the financial relief of Ireland at the present moment ; and derives much satisfaction from perceiving that you have been enabled to accomplish this object with so little additional burthen upon the resources of this part of the United Kingdom. The manner in which you have taken into consideration the condition of the Irish Revenue has met with his Royal Highness's approbation ; and his Royal Highness commands us to add, that he looks with confidence to the advantage which may be derived from the attention of Parliament having been given to this important subject.

" *My Lords and Gentlemen,*

" His Royal Highness commands us to congratulate you upon the reduction of the Island of Mauritius. This last and most important colony of France has been obtained with inconsiderable loss, and its acquisition must materially contribute to the security of the British commerce and possessions in that quarter of the world.

" The successes which have crowned his Majesty's arms, during the present campaign, under the distinguished command of Lieutenant-general Lord Viscount Wellington, are most important to the interests, and glorious to the character, of the country. His Royal Highness warmly participates in all the sentiments which have been excited by those successes, and concurs in the just applause which you have bestowed upon the skill, prudence, and intrepidity so conspicuously displayed in obtaining them.

" It affords the greatest satisfaction to his Royal Highness to reflect, that, should it please Divine Providence to restore his Majesty to the ardent prayers and wishes of his Royal Highness and of his Majesty's people, his Royal Highness will be enabled to lay before his Majesty, in the history of these great achievements of the British arms, throughout a series of systematic operations, so satisfactory a proof that the national interests and the glory of the British name have been successfully maintained, while his Royal Highness has conducted the government of the United Kingdom."

Then a Commission for proroguing the Parliament was read : after which, the *Lord Chuncellor* said—

" *My Lords and Gentlemen,*

" By virtue of the Commission under the Great Seal, to us and other Lords directed, and now read, we do, in obedience to the commands of his Royal Highness the Prince Regent, in the name and on behalf of his Majesty, prorogue this Parliament to Thursday the twenty-second day of August next, to be then here holden ; and this Parliament is accordingly prorogued to Thursday the twenty-second day of August next."

The House immediately rose till the 22d of August.

* * The extreme pressure of temporary matter compels us to defer, till a subsequent part of the Volume, the continuation of the report of the proceedings of the Session, relative to naval affairs.

Letters on Service,
Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, JUNE 22, 1811.

Copy of a Letter from Rear-admiral Dixon, addressed to Vice-admiral Sir James Saumarez, Bart. and K.B. and transmitted by the latter to John Wilson Croker, Esq.

SIR,

H. M. S. Vigo, off Romsøe, June 1, 1811.

I HAVE the pleasure to inform you, that Captain Watts, of the Woodlark, captured, on the night of the 23d ultimo, after a smart chase over the Natter Reef, a very fine row-boat, thirty-four feet long, armed with two brass howitzers and small arms, and commanded by a lieutenant of the Danish navy, with twenty men; one of the Danes was killed, and one wounded; a galliot, whose cable she had cut, was rescued by the guard-boats of the Dictator.

On the nights of the 31st ultimo and 1st instant, two privateers, armed with swivels and small arms, and with twelve men in each boat, were captured by the guard-boats of the Vigo; the first was boarded singly by Lieutenant Streatfield, in the pinnace, and makes the seventh privateer this brave and active officer has taken and destroyed; the other was surprised under the shore of Romsøe, and taken by Mr. Hodges, midshipman; five of the crew escaped in the woods.

I have the honour to be, &c.

MANLEY DIXON.

To Vice-admiral Sir James Saumarez, Bart. &c.

JUNE 25.

Admiral Sir Roger Curtis has transmitted to John Wilson Croker, Esq. a letter from Captain Love, of his Majesty's sloop the Tisiphone, stationed at the Needles Passage, giving an account of the capture, on the 22d inst. of le Hazard, French privateer, having on board twenty-five men with small arms, by the tender to the above sloop.

JUNE 29.

Admiral Sir Robert Calder has transmitted to John Wilson Croker, Esq. a letter from Captain Palmer, of his Majesty's sloop Pheasant, giving an account of his having, on the 17th instant, captured le Heros, French privateer, of six guns and 40 men, out four days from Rochelle without making any capture.

Rear-admiral Otway has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Banks, commanding the Forward gun-vessel, giving an account of the capture of a Danish privateer, of two guns and 13 men, by the boat of the Forward, on the 14th of last month.

Vice-admiral Sir James Saumarez, Bart. and K.B. has transmitted to John Wilson Croker, Esq. a letter from Captain Acklom, of his Majesty's sloop Ranger, giving an account of his having, on the 30th of May, driven

on shore and burnt, off Rose-Head, a French cutter privateer, of four guns and 30 men :

And also a letter from Captain Weir, of his Majesty's sloop *Calypso*, giving an account of his having, on the 14th instant, captured off the coast of Jutland, a Danish privateer of ten guns, and destroyed another vessel of the same description.

JULY 2.

Copy of a Letter from Vice-admiral Drury, Commander-in-chief of his Majesty's Ships and Vessels in the East Indies, to John Wilson Croker, Esq. dated on board the Samarang, in Madras Roads, January 1, 1811.

SIR,

You will please to acquaint the Right Honourable the Lords Commissioners of the Admiralty, that I have received letters from Captain Byng, whilst cruising, pursuant to their orders, in the Straits of Sunda, for the outward-bound China fleet, detailing the gallant proceedings of the boats of the *Belliqueux* and *Sir Francis Drake*, under the orders of Lieutenant Joseph Prior, first lieutenant of the *Belliqueux*, whose most judicious and highly spirited conduct in an attack on a French ketch and several of the enemy's gun-boats in the Bay of Bantam, is spoken of by Captain Harris, of the *Sir Francis Drake*, with uncommon warmth, as well as of the brave conduct of acting Lieutenants Bradley, Dawson, and Addis, and the seamen and others employed on this occasion, as well as a Mr. Pierre, midshipman of the *Belliqueux*, who has served his time.

On this enterprise, Lieutenant Joseph Prior destroyed the French ketch with despatches for General Daendels, and two gun-boats, under a heavy fire from the batteries of Bantam, being so fortunate as only to have one man killed, John Holloway, seaman of the *Sir Francis Drake*.

I have the honour to be, &c.

W. O'B. DRURY.

Copy of another Letter from Vice-admiral Drury, Commander-in-chief of his Majesty's Ships and Vessels in the East Indies, to John Wilson Croker, Esq. dated on board the Samarang, in Madras Roads, January 3, 1811.

You will be pleased to lay before the Right Honourable the Lords Commissioners of the Admiralty, the enclosed copy of a letter I have received from Captain Christopher Cole, of H. M. S. *Caroline*, detailing his successful enterprise against the strong, and generally supposed impregnable, fortress of the valuable island of Banda, the principal of the Spice Islands in the Molucca Seas, with a handful of men, led on to the storm of the place by Captain Cole, Lieutenant Richard Kennah, acting commander of the *Barracouta*.

Captain Cole's plain and modest narrative marks so strongly the intrinsic merit of himself and his gallant associates, that it would be almost presumption were I to offer a word of commendation to their lord-ships, further than expressing my high approbation of the judicious conduct of Captain Cole, in his provision, with the very small force he had, for the protection of this most important position, as well for the preservation of our eastern trade as for its immense value. The *Caroline* was my flag-ship, and going on another service, but seeing the necessity of sending immediate relief to Captain Tucker, and my entire confidence in the ability of Captain Cole, determined me on sending him with the *Caroline* and *Piedmontaise*, as the only certainty of reaching the Moluccas against a contrary monsoon in any reasonable time.

SIR,

H. M. S. Caroline, Banda Harbour, August 10, 1810.

I have the honour and happiness of acquainting you with the capture of Banda Neira, the chief of the Spice Islands, on the 9th August, by a portion of the force under my orders, in consequence of a night attack, which completely surprised the enemy, although the approach of the ships had been unavoidably discovered the day before.

The weather proved so unfavourable for boat service on the night of the 8th inst. that although nearly four hundred officers and men had been selected for this occasion, yet, on assembling under Great Banda, at two on the following morning, I found that the state of the weather would deprive us of the services of some valuable men under Lieutenant Stephens, of the royal marines, and the greater part of the detachment of the Madras European regiment, and from whom I had expected the most steady support and assistance.

The attempt was now to be made with less than two hundred men. consisting of the seamen and marines, and about forty of the Madras European regiment, or our labours in the boats through a dark and squally night, in the open sea, must end in the severest mortification. After getting under shelter of the land, the same circumstances of the weather which before operated against us were now favourable to us, and the confidence I had in the handful of officers and men about me, left me no hesitation; and, with a degree of silence and firmness that will ever command my heartfelt acknowledgments, the boats proceeded to the point of debarkation.

A dark cloud with rain covered our landing within one hundred yards of a battery of ten guns, where, by the promptitude and activity of acting Captain Kenah, and Lieutenant Carew, who were ordered with the pikemen to the attack, the battery was taken in the rear, and an officer and his guard made prisoners, without a musket being fired, although the enemy were at their guns with matches lighted. From the near approach of daylight, our situation became critical, but we had procured a native guide to carry us to the walls of the Castle of Belgica; and leaving a guard over the prisoners, and in charge of the battery, the party made a rapid movement round the skirts of the town, where the sound of the bugle was spreading alarm among the enemy. In twenty minutes the scaling ladders were placed against the walls of the outer pentagon of Belgica; and the first muskets were fired by the enemy's sentries. The gallantry and activity with which the scaling ladders were hauled up after the outwork was carried, and placed for the attack of the inner work, under a sharp fire from the garrison, exceed all praise. The enemy, after firing three guns, and keeping up an incessant discharge of musketry for ten or fifteen minutes, fled in all directions, and through the gateway, leaving the colonel commandant and ten others dead, and two officers and thirty prisoners in our hands. Captain Kenah, Lieutenants Carew, Allen, Pratt, Walker, and Lyons, of the navy, Lieutenant Yeates, and Ensign Allen (a volunteer) of the Madras service, were among the foremost in the escalade; and my thanks are due to Captain-lieutenant Nixon, of the Madras European regiment, for the steady and officer-like conduct with which he directed the covering party entrusted to his charge, and to Lieutenants Brown and Deker of that regiment, attached to the marines.

With such examples our brave fellows swept the ramparts like a whirlwind; and, in addition to the providential circumstance of the service being performed with scarcely a hurt or wound, I have the satisfaction of reporting, that there was no instance of irregularity arising from success.

The day now beaming on the British flag, discovered to us the fort of Nassau, and the sea defences at our feet, and the enemy at their guns, at the different ports. I despatched Captain Kenah with a flag of truce to the governor, requiring the immediate surrender of Nassau, and with a promise of protection for private property. At sun-rise the Dutch flag was hoisted in Nassau, and the sea batteries opened a fire on the Caroline, (followed by the Piedmontaise and Barraconta) then approaching the harbour. Having selected a detachment to secure Belgica, the remainder, with their scaling ladders, were ordered for the immediate storm of Nassau; but Captain Kenah had returned with the verbal submission of the Governor, and I was induced to send a second flag, stating my determination to storm Nassau that instant, and to lay the town in ashes, if the colours were not immediately struck. This threat, and a well-placed shot from Belgica (which completely commands all the principal defences) into one of their sea batteries, produced an immediate and unqualified submission, and we found ourselves in possession of the two forts, and several batteries, mounting one hundred and twenty pieces of cannon, and defended by near seven hundred disciplined troops, besides the militia.

The ships had been left with so few men to manage them, that I had merely directed Captain Foote to lead into any anchorage that he might be able to obtain, to make a diversion in our favour; but they were worked against all the unfavourable circumstances of a dark and squally night, in a narrow channel, with the most determined perseverance, and with that degree of zeal that I expected from an officer of my own rank, whose heart and hand had always been with me on every point of public service.

Captain Kenah, who led the storming party, crowned a series of valuable services during two months' difficult and intricate navigation through the Eastern Seas, by his bravery and activity on shore.

The colours of Ports Nassau and Belgica will be presented to your Excellency by Lieutenant John Gilmour, who has served nine years in this country as a lieutenant, and a large portion of that time as first lieutenant under my command. Although labouring under severe illness, he took charge of the ship on my quitting her; and his seamen-like and zealous conduct in the discharge of his trust were most conspicuous.

I also transmit a plan of the defences of Banda Neira, with the position of the Dutch troops, and our route from the landing-place to Belgica: the enemy had advanced a strong corps towards the place where Admiral Rainier's forces had formerly landed; and a suspicion that this would be the case, and that the roads would be destroyed, determined me as to the point and method of our attack.

The service performed was of such a peculiar nature, that I could not do justice to the merits of my companions without entering much into detail; and I feel confident that, in your Excellency's disposition to appreciate duly the merits of those under your command, I shall find an excuse for having taken up so much of your time.

I am, &c.

CHRISTOPHER COLE.

*To his Excellency William O'Brien Drury, Esq.
Rear-admiral of the Red, &c.*

Extract of another Letter from Vice-admiral Drury, Commander-in-chief of his Majesty's Ships and Vessels in the East Indies, to John Wilson Crocker, Esq. dated on board the Diomedé, in Madras Roads, Jan. 28, 1811.

You will be pleased to lay before the Right Honourable the Lords Commissioners of the Admiralty, the accompanying detailed account of the gallant and judicious proceedings of Captain Edward Tucker, of H.M.S. the

Dover, whose great exertions for the perfect security of the Moluccas, (by possessing himself of Ternate, one of the strongest islands in the Molucca Seas, which he accomplished in the most gallant manner) and every dependency on the Celebes, the resources of which he has turned to the supply of the Moluccas, claim my highest commendation.

SIR,

H. M. S. Dover, at Sea, off Gorontello, June 16, 1810.

In prosecution of your Excellency's orders to distress the enemy as much as possible in the Molucca Sea, I beg leave to inform you that, after having sent all the Dutch officers and troops from Amboyna to Java, I proceeded to the Dutch port of Gorontello, in the Bay of Tommine, on the north-east part of the island of Celebes, where I found the colours of the King of Holland flying on the fort, and on the three batteries at the entrance of the harbour.

Finding, however, that no Dutch officer had charge of these posts, but that the whole settlement was vested in the hands of the Sultan and his two sons (who bore Dutch commissions) for the Dutch Company, I, therefore, instead of making a descent, landed and waited upon his Majesty, to whom I addressed the letter, a copy of which I have the honour to enclose.

The proposals contained in this letter, having been duly considered by his Majesty and the nobles in council, were acceded to with much satisfaction. The Dutch colours were hauled down, and the British supplied their place in Fort Nassau, under every demonstration of their attachment to the English government.

Having thus opened a large proportion of this part of the Celebes to the English trade, from whence also various kinds of supplies can be constantly thrown into our possessions in the Moluccas, it is my intention to proceed to Manado, where there is a very good fort, with a heavy battery in front close to the sea, and the fort again commanded by a battery on a hill immediately over it, and from whence musketry can play into the fort; but, as the ship can be brought to bear on the latter and lower battery, and sixty picked men under Lieutenants Inledon and Higginson are ready to storm the battery on the hill, I have no doubt but the attack will be successful.

I have the honour to be, &c.

EDWARD TUCKER.

*Rear-admiral Drury, Commander-in-chief of
his Majesty's Ships and Vessels in the East
Indies.*

SIR,

H. M. S. Dover, Manado Roads, June 25, 1810.

Conformably to my intentions, as expressed in a former letter to your Excellency, dated the 16th instant, off Gorontello, I proceeded to Manado, where I arrived yesterday at two P.M. and, having taken up a station in H. M. S. under my command, to the right of Fort Amsterdam, and well reconnoitered their own positions, I instantly sent a flag of truce on shore, with a summons to the governor, of which I herewith enclose.

The enemy having thought proper to accede to the terms proposed, the marines were landed, under the command of Lieutenant Higginson, assisted by Lieutenant Fireworker Nelson, of the Honourable Company's coast artillery, and thirty of the Amboynese troops, embarked in the *Dover*, for the purpose of garrisoning it, after its capture, who immediately took possession for his Majesty.

Had the enemy chosen the other alternative, I am well convinced, from the experience I have repeatedly had, that the officers and men I have the

honour to command would have added to the credit which they have already so well earned, particularly in the attack on Amboyna.

The dependencies which have fallen with Manado are very extensive, being the ports of Kemar, le Copang, Amerang, and Tawangwoo; the capture thereof, as well as Gorontello, has been very opportune, as large supplies were preparing at all these places, and ready to be shipped for the Isles of Ternate and Banda.

I have the honour to transmit returns of the garrison found here, and of the ordnance in Fort Amsterdam, and the adjacent batteries.

I have the honour to be, &c.

EDWARD TUCKER.

*Rear-admiral Drury, Commander-in-chief of
his Majesty's Ships and Vessels, in the East
Indies.*

To Marinus Balfour, Esq. Prefect at Manado.

SIR,

It has, no doubt, ere this, been made known to you, that the English are in considerable force in these seas, and that the island of Amboyna, with all its dependencies, are already in their possession.

You now see, before your fort and batteries, an English frigate, ready to open her fire, and volunteers in her boats, only waiting the order to land, and storm your position. It remains for you to decide on this point.

Being perfectly acquainted with the exact strength of your garrison, and all your means of defence, I am enabled to judge with what probability of success you can oppose me.

I, therefore, summon you to surrender the fort of Amsterdam, with all the dependencies thereunto belonging.

On condition of your instantly complying and delivering up all public property, I promise protection to the persons and private property of the inhabitants; that the Dutch civil servants shall be at liberty to return to Java. The military, being prisoners of war, may likewise return there, on their parole of honour.

The officer in charge of this has instructions to wait half an hour for your determination, which, should it be in the affirmative, be pleased to notify by striking the colours of the fort; if in the negative, by hauling down the flag of truce.

I am, Sir, &c.

EDWARD TUCKER.

*His Britannic Majesty's Ship Dover, off Castle
Amsterdam, Manado, June 24, 1810.*

Return of the Garrison found in Fort Amsterdam, Manado, June 24, 1810.

One captain commandant, 3 lieutenants, 3 serjeants, 1 bombardier, 13 corporals, 1 fifer, 1 drummer, 79 privates, 1 boatswain, 10 foremastmen:
Total, including Officers—113.

EDWARD TUCKER.

Return of Ordnance found at Manado, June 24, 1810.

One brass six-pounder, 4 ditto one-pounders, 5 ditto half-pounders.

Three iron twelve-pounders, 5 ditto eight-pounders, 9 ditto six-pounders,
6 ditto four-pounders, 3 ditto two-pounders, 14 ditto one-pounders.

Total—50 guns.

EDWARD TUCKER.

SIR,

H. M. S. Dover, in Ternate Harbour, August 31, 1810.

I have much satisfaction in communicating to your Excellency the conquest of the Island of Ternate, by H. M. S. Dover under my command, and a detachment of the Honourable Company's troops from Amboyna, under the command of Captain Forbes, of the Madras European regiment. The detail of this affair, (which I am in hopes your Excellency will deem very creditable to the officers and men employed) I have the honour to transmit.

Having made application by letter, dated the 21st August, to Captain Court, commanding at Amboyna, for one hundred troops, to assist me in reducing the island of Ternate, they were, on the same day, embarked on board H. M. S. Dover. We pushed to sea, and got sight of the island on the 25th, but, owing to light airs and calms, it was not until the morning of the 28th, that the party (as per margin*) were embarked in the boats, and effected a landing.

The boats left the ship about one A.M. on the morning of the 28th, under the direction of Lieutenant Jefferies, with the intention of landing close under the walls of Fort Kayo Meirah, which was immediately to have been stormed, double scaling ladders and planks having been prepared for crossing the ditch and mounting the works; but, meeting unexpectedly in shore an unfavourable current, their progress was but slow, and they had at day-light the mortification to find themselves at some distance from Fort Kayo Meirah. Captain Forbes, under this circumstance, did not hesitate a moment in directing a landing to be attempted to the southward and westward of the fort, out of the line of its fire, which was happily made good, without annoyance from the enemy; but their difficulties, accompanied with great labour and fatigue, commenced, for the particulars whereof, and their further operations, so extremely reputable to them, I beg to refer your Excellency to Captain Forbes's report to me that I have the honour to forward; from which your Excellency will perceive that great judgment and resolution, with the most determined courage, have been displayed, and particularly so by every officer under the heavy fire from Fort Kayo Meirah, and the enemy's detachment with its brigade of guns, that were in advance.

These officers constantly headed and led on their men with the utmost gallantry, shewing an example of intrepidity impossible to be excelled.

The calm that intervened between the land and sea breezes on the morning and forenoon of the 28th, prevented the ship closing until two P.M. when, learning exactly the situation of the troops, I hoisted a flag of truce, and summoned the governor to surrender the island, which being declined, with a declaration of defending it as long as possible, I communicated the same to Captain Forbes by letter, acquainting him, at the same time, with my determination to place the ship alongside Fort Kayo Meirah as early as possible in the morning (it being at that time past sun-set). But the ardent zeal of Captain Forbes could not brook the delay; he had already selected one hundred men, equally from his own regiment, the seamen, marines, and Amboynese troops, with whom he instantly advanced, and carried the fort in that gallant and determined manner as stated in his report.

The currents and wind during the night were more unfavourable than could possibly be expected, nor was there ground for anchoring: so that it

* Europeans of the Coast Artillery, and Madras European regiment, 74; natives from Amboyna corps, 32; royal marines, 36; seamen, 32.—Total including officers, 174.

was a quarter past two P.M. on the 29th, before Lieutenant Jefferies, with the seamen that had lauded, and Lieutenant Higginson, with a few of the marines (whose assistance was absolutely required), could be got on board, and the ship brought against Kota Barro, the first battery, mounting as per margin,* next to Fort Kayo Meirah. Having closed to pistol-shot, and a well-directed fire kept up, principally grape and cannister, it was shortly silenced, but, upon standing on to the next battery, (ordnance as per margin†) by which we opened a third battery of similar force, and also the sea face of Fort Orange, it was observed the enemy had again entered the battery of Kota Barro, and opened their fire upon us. We were now exposed to a heavy cross fire from these three batteries, and from Fort Orange. I therefore regained our former position off Kota Barro, with the intention of, when again silencing it, to land a party and spike the guns, for which service Lieutenant Higginson, royal marines, and Mr. Green, the gunner, had most readily volunteered. The battery was soon a second time silenced, when we perceived some of our troops in sharp contest with a numerous body of the enemy, at but a short distance from it, which was shortly after entered by Lieutenant Cursham and his party, they having, in a most superior style, defeated all that were opposed to them. Such guns of this battery as could be brought to bear on the remaining batteries and fort were instantly turned on them, and a good fire kept up.

On Kota Barro being taken possession of, the ship was immediately after brought to pretty close action with the second and third batteries mentioned before, and also with Fort Orange: after an hour and three quarters sharp firing, during which time our shots were thrown with uncommon coolness and precision, the enemy's fire was observed to decrease considerably, and, at five in the evening, flags of truce were seen hoisted in Fort Orange, upon which all firing ceased, and three officers came on board, commissioned by the civil and military governor to arrange articles of capitulation for the surrender of the island.

The articles I have the honour to enclose were then concluded, and next morning ratified, signed, and exchanged, and a further arrangement made for the entrance of the British force, at nine o'clock in the morning of the 31st, which was accordingly done, the enemy marching out, and laying down their arms, when the English colours were displayed in all the forts and batteries, under a royal salute from each, also from H. M. S. *Dover*. Thus has the whole of this island fallen in less than one day to a very inconsiderable force, though so famous for the strength of its fortifications, and memorable for its defence in the last war against the English. By official documents we find that five hundred regular troops, with a very large proportion of officers and Europeans, have defended the place, aided by the marine department (many of whom are European seamen), the Dutch inhabitants and burghers, in number two hundred and three, and also the King of Ternate's force, two hundred and fifty of whom were in the field, and an equal number from the Sultan of Tidore and adjacent islands, in alliance with the Dutch.

All these circumstances duly considered, with the very small force opposed to such evident means of defence, will, I trust, make it apparent that the officers and men employed on this occasion cannot derive addi-

* Kota Barro.—2 iron eighteen-pounders, 2 ditto twelve-pounders, 1 ditto eight-pounder, 3 ditto one-pounders.

Total—8 of all sizes.

† 1st Strand Battery.—1 iron eighteen-pounder, and 4 ditto twelve-pounders.

Total—5 of all sizes.

tional credit by any eulogy in my power to pronounce: however, I cannot refrain the satisfaction of reporting to your Excellency the names of those officers who, from truly heroic conduct, have excited in me such admiration.

With the conduct of every officer and man on board the *Dover*, during our attack on the batteries and Fort Orange, I am most perfectly satisfied; to Lieutenants Inledon and Jefferies, Mr. Morgan the master, Lieutenant Higginson, royal marines, and Mr. Palmer the purser, who assisted on the main deck, much praise is due.

Let me remind your Excellency, that Lieutenants Jefferies and Higginson also shared in all the fatigue and glory attending the storm on Fort Kayo Meirah.

It will be gratifying to you to learn, that, notwithstanding the heavy cross fire the *Dover* was exposed to from the different batteries and Fort Orange, our loss has been but trifling, having had only five seamen wounded; nor has the ship suffered materially, either in her hull, masts, or rigging.

I enclose herewith a return of the ordnance found on the island, and a list of the killed and wounded. The colours of Fort Orange are now on board the *Dover*, and I shall have the honour of presenting them to you on my joining your Excellency's flag.

I have, &c.

EDWARD TUCKER.

*Rear-admiral Drury, Commander-in-chief
of his Majesty's Ships and Vessels in the
East Indies.*

Names of the Officers who so conspicuously distinguished themselves at the taking of Ternate, but more particularly so when storming Fort Kayo Meirah.

Madras European Regiment.—Captain Forbes, Lieutenants Forbes and Cursham.

His Majesty's Ship Dover.—Lieutenant Jefferies, royal navy; Lieutenant Higginson, royal marines.

It will be remembered by your Excellency, that all these officers bore a distinguished part in the attack of Amboyna.

To Edward Tucker, Esq. commanding his Majesty's Ship Dover.

SIR,

I have the honour to detail to you the operations of the detachment under my command, from the time of its leaving H. M. S. *Dover*, until hostilities ceased against the island of Ternate.

After the boats left the ship on the night of the 27th instant, every possible exertion was made by Lieutenant Jefferies, in charge, to accomplish a landing before day-break, with a view of taking Fort Kayo Meirah by surprise; finding, however, that so desirable an object could not be effected, I directed him to proceed to Sasa (which is situated behind a point of land), where we landed without molestation about seven A.M. Lieutenant Charles Forbes then moved forward with a party to occupy the heights, where he remained until the gun and ammunition could be brought up; this became a fatiguing service, from the steepness of the hills and deep ravines. About noon, after incredible labour, we gained a commanding position near the sea, where we rested about two hours. Having left a party here to keep up the communication with the ship, we proceeded on to occupy a height, and to command Fort Kayo Meirah, and which was

pointed out as the spot taken up by the English last war; but, to our great mortification, on our gaining it we found that the trees had grown so much as to preclude entirely our seeing the fort; in the mean time we perceived the flag of truce hoisted on board H. M. S. *Dover*. Being determined, in the event of the enemy's not agreeing to the summons, to gain immediate possession of Fort Kayo Meirah, I ordered one hundred men, with a double scaling ladder, to be in readiness to storm. The moment I received your letter, enclosing the governor's refusal, I proceeded on, about seven o'clock P. M. with this party, keeping the inland road. After advancing some little way, we found it impossible to proceed farther, owing to immense trees, cut down by the enemy, and thrown across the road. I then turned to the right, and, after great labour, reached the beach, and about ten o'clock arrived within nearly eight hundred yards of the fort undiscovered. We had not advanced fifty yards farther, before the enemy's out-sentry fired his musket. Immediately after, a detachment of the enemy, with a brigade of guns, fired a volley. We now pushed forward, keeping up a fire of musketry on the detachments outside, which drove them off. The fort now opened a very heavy fire of grape and musketry, notwithstanding which we crossed the ditch and placed the ladder on the flank of the bastion, on the right of the bridge, under a brisk fire from the opposite bastion. The walls were scaled, and the fort carried instantly, and an officer and sixty-eight prisoners secured. As soon as daylight appeared, the battery of Kota Barro opened a fire; the distance, however, was too far to do any damage. Understanding it was open to the rear, I ordered Lieutenant Cursham, with a party, to advance and endeavour to gain possession: he was, however, obliged to return, the enemy having turned his heavy guns, and commenced a fire of grape.

In consequence of your having communicated to me your intention of laying H. M. S. *Dover* alongside Kota Barro, the Strand Batteries, Fort Orange, and the Town, I directed Lieutenant Cursham again to advance with the sixpounder, and take advantage of your fire. The enemy in the course of the day threw up a breast-work across the road, defended by two field pieces. Lieutenant Cursham fired a few rounds from the six-pounder, advanced, and carried it. He then proceeded on and got possession of Kota Barro, the enemy only firing one round, and turned the guns towards the Strand Batteries and the Town, keeping up a fire until the flag of truce was hoisted.

I cannot express to you how much the service, on this occasion, benefited from the exertions of the officers, namely, Lieutenant Jeffries, of the royal navy, Lieutenant Higginson, royal marines, and Lieutenants Charles Forbes and Cursham, of the Madras European regiment. Their bravery was conspicuous on every occasion, and the success in carrying the fort is entirely to be attributed to their great presence of mind in conducting men in a dark night, preventing confusion incident on such an occasion, and the gallant manner in which they mounted the wall.

To the marines, seamen, detachment of artillery, and detachment of Madras European regiment, and the detachment of the Amboynese corps, every praise that can be given to men is due. The fatigue endured by the seamen, in dragging the gun and bringing up the ammunition, was great; and the six seamen who carried the ladder are deserving of notice. I have the honour to enclose you a return of the killed and wounded. I attribute the small loss on this occasion to the darkness of the night, and the quickness of the advance of the party.

I have the honour to be, &c.

DAVID FORBES,
Captain commanding Detachment:

Return of Killed and Wounded.

Killed.—Royal Marines—1 private.

Madras European Regiment—1 serjeant.

Wounded.—Royal Marines—1 private, severely; 1 seaman, severely.

Detachment of Artillery—1 Matross, severely, since dead.

Madras European Regiment—Lieutenant C. Forbes, received a severe contusion from a fall in storming; 3 privates, severely; six privates, slightly.

Amboynese Corps—1 serjeant, 1 private, slightly; 1 guide, severely.

Total—1 serjeant, 2 privates, killed; 1 lieutenant, 1 serjeant, 1 seaman, 12 privates, 1 guide, wounded.

DAVID FORBES,
Captain commanding Detachment.

CAPITULATION FOR TERNATE.

Requested.

The lieutenant-colonel, civil and military commandant, Johan Von Mittinann, proposes to Captain Edward Tucker, commanding his Britannic Majesty's ship *Dover*, and the forces employed against Ternate, to give over the said island the 31st of this month, provided no succours be received by the garrison ad interim. That all hostilities shall cease on both sides, and that there be no communication between the besiegers and the besieged.

Agreed—Provided the endeavour to cut off such supplies be not deemed an act of hostility.

Art. I.—THE commandant, the garrison, and other military who have defended Ternate, shall march out of the castle gate with all the honours of war, drums beating, colours flying, matches lighted, with two brigades of guns, and one brigade of mortars, and shall be received on board such vessel or vessels as the commandant, &c. may embark in, with the addition of fifty rounds of ammunition for each gun, and thirty-six rounds of musket ammunition, for each soldier.

Answer—Granted. The troops laying down their arms, and delivering over their colours on the glacis, but the officers will be permitted to retain their swords. Neither guns nor ammunition can be allowed to embark.

Art. II. All the officers and soldiers, except such as are inclined to remain on the island, shall, at the expense of his Britannic Majesty, be, as commodiously as possible, transported to Java, in strong and well-formed vessels, the officers being permitted to carry with them their families, effects, and goods, without being visited.

Answer—Granted. But all goods must pass through the Custom-house.

Art. III. No officer, civil servant, soldier or sailor, who shall be left here sick, shall be sent to Madras, or any other English port; but, on their recovery, they shall be embarked for Java by the first opportunity; neither shall they be forced into the British service.—Answer. Granted.

Art. IV. All officers, civil servants, soldiers, and sailors, and all others residing at Ternate, in the service of the King of Holland, shall be subsisted at the expense of the British government from the day of surrender until their arrival at Java.—Answer. Granted.

Art. V. Such sick as shall remain in the hospital shall be attended until they are recovered, and embarked by the Dutch surgeons at the expense of the British government, such surgeons to be also subsisted until their arrival at Java.—Answer. Granted.

Art. VI. That all the Dutch government property shall be given over by commissioners on both sides, and that copies of the same shall be given to the Dutch officers for their responsibility.—Answer. Agreed.

Art. VII. The fortifications, government magazines, and other public buildings belonging to the King of Holland, shall not be demolished, but be suffered to remain in their present state, particular accounts of the same to be given to the respective commissioners for their responsibility.—Answer. Refused. But particular accounts will be granted.

Art. VIII. The military officers, civil servants, inhabitants, merchants, and all other persons residing at Ternate, and others belonging to Ternate, though absent, but having attornies here, shall have their persons and property protected, and shall be allowed to dispose of the latter as they think proper, and to carry away with them in the course of the next twelve months, such merchandise as they may choose, free of duty.—Answer. Granted. But all the usual duties must be paid.

Art. IX. The Dutch burghers, and the other inhabitants who wish to remain, shall be allowed to do so, and be protected, and enjoy the same privileges as a British subject.—Answer. Granted, provided they take the oath of allegiance to his Britannic Majesty.

Art. X. The natives, inhabitants, and other persons of every description, shall not be molested under pretence that they took up arms in defence of the island against the English.—Answer. Granted.

Art. XI. All government papers shall remain in the hands of the commandant without inspection.—Answer. Refused. But copies will be allowed him for his responsibility.

Art. XII. All the public papers, documents, &c. of the several colleges, and all notary acts, shall remain under the protection of the different departments at Ternate.—Answer. Granted. But subject to the inspection of the British government.

Art. XIII. All the money which has been lent to the Dutch government by the vice-chamber and orphan college, military officers, civil servants, and other inhabitants of every description, whose names will be delivered in, and who have obligations and other certificates from the Dutch government for the same, (amounting to eighty-seven thousand and fifteen rix dollars and twenty stivers) shall be taken as a debt by the British government, and paid accordingly in silver money without deduction.—Answer. Refused. His Britannic Majesty not being responsible for the debts of the Dutch government.

Art. XIV. The paper money now in circulation at Ternate shall be guaranteed to the holders thereof by the British government, and assurance be given that it shall remain current, as under the Dutch government, without being reduced in its value.—Answer. Refused. But the paper money may still remain current among the Dutch, and other inhabitants, without any responsibility arising therefrom to the British government.

Art. XV. Their Highnesses the Sultans of Ternate and Batchian, being the true allies of the Dutch government, with their princes and council, shall be confirmed by the British government in all the prerogatives they enjoyed under the Dutch.—Answer. Granted.

Art. XVI. And, in like manner, the chiefs and princes of the islands of Tidore and Marquan; nor shall they be molested for being faithful to the Dutch.—Answer. They shall not be molested; but all arrangements respecting them must abide the decision of the government of Amboyna.

Art. XVII. Several of the military having left in the hands of government a proportion of their pay, it is requested that the British government be responsible for the payment thereof.—Answer. Answered as in article the thirteenth.

The whole of the articles of this capitulation will become valid on receiving the signature of Captain Edward Tucker, or such persons as may be duly appointed by him to execute the same.

Dated on board his Britannic Majesty's ship *Dover*, off Castle Orange, Ternate, this 29th day of August, 1810.

EDWARD TUCKER, Captain of his Majesty's ship *Dover*, commanding the British Forces.

DAVID FORBES, Captain commanding the troops.

Ternate, in the Castle Orange, the 29th August, 1810.

JOH. VON MILTENANN, Lieutenant-col. Civil and Military Commandant.

Return of the mounted Ordnance on the Fortifications of Castle Orange, Fort Kayo Meirah, Fort Terloko, and the adjacent Batteries at Ternate.

Castle Orange.—Two brass six-pounders, 3 ditto four-pounders, 1 ditto two-pounder, 4 ditto one-pounders.

Five iron eighteen-pounders, 7 ditto twelve-pounders, 2 ditto eight-pounders, 8 ditto six-pounders, 9 ditto four-pounders.

One brass seven-inch mortar, 1 ditto four-inch mortar, 4 ditto four-inch cohorns.

Fort Kayo Meirah.—Two iron twelve-pounders, 4 ditto eight-pounders, 4 ditto six-pounders, 4 ditto four-pounders.

Fort Terloko.—One iron twelve-pounder, 5 ditto eight-pounders, 3 ditto two-pounders.

Kota Barro Battery.—Two iron eighteen-pounders, 2 ditto twelve-pounders, 1 ditto eight-pounder, 3 ditto one-pounders.

1st Strand Battery.—Four iron twelve-pounders.

2d Strand Battery.—One iron eighteen-pounder, 4 ditto twelve-pounders.

3d Strand Battery, or Sultan's.—Two iron eight-pounders, 2 ditto six-pounders, 1 ditto four-pounder.

Total—92.

Dismounted Ordnance.—Two brass four-pounders, 4 ditto one-pounders, 1 ditto half-pounder.

Two iron six-pounders, 12 ditto four-pounders, 2 ditto two-pounders, 2 ditto one-pounders.

One brass four and half-inch mortar, 2 ditto four-inch mortars, 1 ditto five and half-inch howitzer.

DAVID FORBES,
Captain, commanding Troops.

Return of the Killed and Wounded belonging to H. M. S. Dover, in the different Attacks on the Island of Ternate.

Killed.—John Skianer, royal marine.

Wounded.—Alexander M'Kenzie, able seaman, severely, while storming Fort Kayo Meirah; Cornelius Dogherty, royal marine, ditto; William Jones, quarter-master, severely, on board; James Sangster, boatswain's-

mate, severely, in the attack of Fort Orange and the batteries to the right thereof; Henry Clarke, trumpeter, ditto; Henry Duke, landman, ditto; Paul Lopez, supernumerary, ditto.

Total—1 royal marine, killed; 6 seamen, 1 royal marine, wounded.

EDWARD TUCKER.

JULY 6.

Rear-admiral Sir Richard Goodwin Keats has transmitted to John Wilson Croker, Esq. a letter from Captain Shephard, of his Majesty's sloop Columbine, stating the capture of a French national settee, carrying two howitzers, and six swivels, with forty-two men, by the boats of the Columbine, under Lieutenant George Green, on the 4th of last month, near St. Lucar.

JULY 9.

Copy of a Letter from Admiral Sir Charles Cotton, Bart. Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the San Joseph, off Toulon, 16th May, 1811.

SIR,

The Lords Commissioners of the Admiralty will receive with much satisfaction the accompanying report from Captain Barrie, of a gallant and successful enterprise, performed by H. M.S. Pomone under his command, and the Unité and Scout, in the Bay of Sagone, in the island of Corsica, on the 1st of this month. We have, particularly, to congratulate ourselves upon the result of this judicious and well-planned affair, as the enemy, in all probability, will sustain much impediment to the completion of his ships building at Toulon, by being deprived of the three last ship-load of timber the season will enable him to procure from the above source.

The loss in his Majesty's ships, on this occasion, has been comparatively small, when the nature and extent of the service performed, and the force opposed to them, are considered; and I have the additional satisfaction to state to their lordships, that the wounded men appear to be doing well.

I have the honour to be, &c.

C. COTTON.

P.S. I enclose also a copy of Captain Barrie's account of the destruction of l'Étourdie, French national brig, on the 14th March.

SIR,

H. M. S. Pomone, off Sagone, May 2, 1811.

My letter of the 23d ult. would acquaint you with the intelligence I had received of the enemy's force in Sagone, and that it was my intention, under particular circumstances, to attack them.

I have now the honour to inform you, that, on the evening of the 30th, I arrived off the Bay, the Unité and Scout in company; the Scout joined in the morning, and Captain Sharpe having very handsomely volunteered his services to take charge of the landing party in the projected attack, I consented to take the Scout under my orders. At sun-set the Unité made the signal for an enemy's frigate at anchor. By day-break on the 1st, the Pomone was close off Liamone, and I had the satisfaction to observe the enemy's three ships at anchor in Sagone Bay. It was nearly calm, and the variable winds which prevail at this season having thrown the Unité a long way astern, I abandoned my design of attempting to take the tower and battery by surprise; and it was fortunate I did so, for, as the day opened, we could clearly observe the enemy in full possession of the heights,

and ready to receive us. He appeared to have about two hundred regular troops, with their field pieces, &c. and a number of the armed inhabitants; the battery, consisting of four guns and one mortar, presented a more formidable appearance than I expected, and a gun was mounted on the marteletto Tower, above the battery; the three ships were moored within a stone's-throw of the battery, and had each two cables on shore; their broadsides were presented to us. The smallest ship (*la Giraffe*) hoisted a broad pendant; she appeared to be a sister-vessel to the *Var*, and shewed thirteen guns on each side the main-deck. The other ship (*la Nourrice*) was much larger, and shewed fourteen guns; her lower deck ports were open, but she had no guns in them. The armed ship was partly hid by the *Nourrice*, so that we could not make out her force.

The bay is so small, that it is impossible to approach without being exposed to the raking fire of the whole. Notwithstanding their strong position, the crews of each ship came forward in the most noble manner, and volunteered their services to land, or, as it was quite calm, even to attack the enemy's ships with the boats. Captains Chamberlayne and Sharpe both agreed with me, that we could do nothing by landing, and it would have been madness to send the boats; however, I signified (by telegraph) that it was my intention to attack as soon as a breeze sprung up. As the calm continued, at half past five P.M. I gave up all the hopes of the sea breeze, and fearing any longer delay would enable the enemy to increase his force, I determined on towing the ships in. My pen is too feeble to express my admiration of the zealous and spirited conduct of the boat's crews employed on this service; the same zeal animated each ship's company, and by six o'clock having towed into a position within range of grape, we commenced the action, which lasted without any intermission till about half-past seven, when smoke was observed to issue from the *Giraffe*; soon after *la Nourrice* was in a blaze, and the merchantman was set on fire by the brands from *la Nourrice*; at this time the battery and tower were silenced, and in ten minutes the three ships were completely on fire. I lost no time in towing our ships out of harm's way, where we waited the explosions, which took place in succession. The *Giraffe* blew up about ten minutes before nine, soon after *la Nourrice* exploded, and some of her timbers falling on the tower, entirely demolished it, and the sparks set fire to the battery, which also blew up: the object of our attack being thus completely executed, I stood out to sea, to get clear of the wrecks, and to repair our damages. No language of mine can do justice to the gallantry of those I had the honour to command.

I am particularly indebted to Captains Chamberlayne and Sharpe, for their spirited exertions and cordial co-operation throughout the whole of the affair. I am sensible my narrative is already too prolix, but I cannot conclude without assuring you that the officers and crews of the ships behaved with the greatest courage and coolness. The *Pomone*, from being enabled to choose her station, was, of course, exposed to the brunt of the action, and has, consequently, suffered most; though considering the enemy's fire and position, our ships have escaped much better than could have been expected. When all conspicuously distinguished themselves, it is impossible to select out individuals; but I should be most shamefully wanting in my duty to my country, and to the merits of a most deserving set of officers, if I were to neglect acquainting you, that I received from them every assistance it was possible to expect. Lieutenant J. W. Gabriel, first of the *Pomone*, conducted himself with the same spirit and zeal which have uniformly distinguished his conduct. I enclose the report of the killed, wounded, &c. It is but justice to declare that the enemy have kept

up a very smart fire, and behaved with great bravery. I can form no opinion of their loss. I have the honour to be, &c.

ROBERT BARRIE.

Admiral Sir C. Cotton, Bart. Commander-in-chief, &c.

P. S. From one of the crew belonging to the *Nourrice*, who was picked up by the *Unité's* boat, I am informed that the ships were all deeply laden with ship timber, and that, having observed us the preceding day, every preparation was made to give us a warm reception; and that, in addition to the four-gun battery, la *Nourrice* had landed her quarter-deck guns. The regular troops posted on the heights were above two hundred, exclusive of the marines from the ships and the armed peasantry. La *Nourrice* he states to be about eleven hundred tons, la *Giraffe* nine hundred tons, the merchantmen five hundred tons; la *Giraffe* had about one hundred and forty men, la *Nourrice* one hundred and sixty men.

A List of Killed and Wounded Men on board H. M. S. Pomone, R. Barrie, Esq. Captain, in Action with the Enemy's Ships and Batteries in the Bay of Sagone, May 1, 1811.

Killed.—William Jones (1), landman; Edward Sutton, able seaman.

Wounded.—George Sibery, yeoman of the sheets dangerously; Thomas Holbrook, able seaman, ditto; John Edwards, ordinary seaman, ditto; Richard Roach, ordinary seaman, ditto; Thomas Kelly, private marine, ditto; James M'Cull, ordinary seaman, severely; James Jernett, ordinary seaman, ditto; William Rich, ordinary seaman, ditto; Richard Jones, able seaman, ditto; William Govier, able seaman, ditto; William Jarvis, able seaman, ditto; Richard Haines, private marine, ditto; Barnard Lowry, private marine, ditto; John Royall, private marine, ditto; Thomas Ralph, private marine, slightly; John Wood, private marine, ditto; John Evans, private marine, ditto; John Wood, boy, ditto; John Milligan, boy, ditto.—Total, 2 killed, 19 wounded.

JOHN TURNER, Surgeon.

Return of Wounded on board H. M. S. Unité, in Action off the Harbour of Sagone, May 1, 1811.

Mr. Richard Goodridge, midshipman, slightly wounded; Thomas M'Bray, captain of the foretop and coxswain to the barge, slightly wounded; John Day, private marine, ditto.

JOHN PEGAS, Surgeon.

Return of Wounded on board his Majesty's Sloop Scout, A. R. Sharpe, Esq. Commander, in the Action of the 1st of May, 1811, in the Bay of Sagone, Island of Corsica.

William Neame, first lieutenant, severely wounded; James Stewart (2), boatswain, slightly wounded; John Wallace, able seaman, ditto.

A. R. SHARPE, Captain.

RICHARD CARTER, Surgeon.

SIR,

Pomone, off Magdalena, March 15, 1811.

I am to acquaint you, that at day-break on the 13th instant, Magdalena Islands then bearing west by south, distant about eight leagues, a strange brig was discovered on our weather-beam, bearing east, steering to the southward; on discovering us she tacked, we did the same, and made all

sail in chase; at sunset we had gained on her so as to distinguish her courses from the deck; but during the night it was nearly calm, and at daylight on the 14th she had swepted and towed considerably from us.

At eight A.M. it was quite calm, and our boats were sent to tow. Great praise is due to the exertions of the boats' crews, as in spite of his sweeps we evidently gained on the chase. About noon a light breeze sprung up, and, soon after, the chase was observed to enter a small cove on the north-west side of Monto Christo: as he practised this manœuvre when (with the breeze we then had) he was nearly four hours' sail from us, I thought we had been led so far out of our way by an English privateer, but, about four P.M. being close up to the island, she was set on fire by the crew, and at five she blew up and was entirely destroyed. The vessel thus consumed was a very fine French man of war brig, of eighteen guns, sixteen carro-nades, and two long guns forward. She was called *l'Etourdie*, commanded by Monsieur de Champagne. *L'Etourdie* was launched at la Ciotat about three years since. I did not learn her destination; but, from the course she was steering when first discovered, I suppose she was bound to Tunis or Corfu, and I imagine she sailed from Toulon, as I know she was lately in that port. I have the honour to be, &c

ROBERT BARRIE.

To Rear-admiral Charles Boyles, Esq. &c. Palermo.

JULY 13.

Vice-admiral Sir James Saumarez has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Richard Templar, commanding his Majesty's gun-brig *Earnest*, stating the capture, on the 15th ultimo, of a French privateer schuyt, of six guns and twenty-four men (who left the vessel and escaped on shore), by the yawl of the said gun-brig:

And the vice-admiral, at the same time, reports the capture of a Danish row boat privateer, carrying ten men, by the boats of the *Victory*.

Vice-admiral Murray, commander-in-chief at Yarmouth, has transmitted to John Wilson Croker, Esq. a letter from Captain Willes, of his Majesty's sloop *Leveret*, giving an account of the boats of that vessel having, on the 28th ultimo, captured, and afterwards destroyed, a Danish cutter privateer, of six guns and twenty men.

Rear-admiral Otway has transmitted to John Wilson Croker, Esq. a letter which he had received from Captain Campbell, of his Majesty's sloop the *Plover*, giving an account of his having, on the 6th instant, captured off the Naze of Norway, the *Fegero* French privateer, of ten guns and fifty men.

JULY 16.

Copy of a Letter from Rear-admiral Sawyer, commander-in-chief of his Majesty's Ships and Vessels on the Coast of North America, to John Wilson Croker, Esq. dated on board the Africa, at Bermuda, the 11th June, 1811.

SIR,

Inclosed I transmit to you, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain Arthur Batt Bingham, commander of his Majesty's sloop *Little Belt*, received this day from Lord James Townshend, captain of H.M.S. *Cæolus*, and senior officer at Halifax; by which their lordships will perceive he was attacked on the evening of the 16th May last, when cruising between Cape Henry and Cape Hatteras, by the United States frigate the *President*, of forty-four guns,

commanded by Commodore Rogers; and that, after a close action of three quarters of an hour, the American ship made sail from him.

Captain Bingham's modest, but full and clear statement, renders any comment from me unnecessary; and I have only to admire the extraordinary bravery and firmness with which himself, his officers, and ship's company supported the honour of the British flag when opposed to such an immense superiority of force. I have, however, deeply to lament the number of valuable British seamen and royal marines who have been either killed or wounded on this unexpected occasion; a list of whose names is also inclosed, together with a copy of my order, under which Captain Bingham was cruising.

I have the honour to be, &c.

H. SAWYER, Rear-admiral.

His Majesty's Sloop Little Belt, May 21, 1811, Latitude 26° 55' N. Longitude 71° 49' W. Cape Charles bearing West 48 miles.

SIR,

I beg leave to acquaint you, that in pursuance of your orders to join H.M.S. *Guerriere*, and being on my return from the northward, not having fallen in with her, that at about eleven A.M. May 16th, saw a strange sail, to which I immediately gave chase; at one P.M. discovered her to be a man of war, apparently a frigate, standing to the eastward, who, when he made us out, edged away for us, and set his royals; made the signal 275, and finding it not answered, concluded she was an American frigate, as he had a commodore's blue pendant flying at the main; hoisted the colours, and made all sail south, the course I intended, steering round Cape Hatteras, the stranger edging away, but not making any more sail. At half-past three he made sail in chase, when I made the private signal, which was not answered. At half-past six, finding he gained so considerably on us as not to be able to elude him during the night, being within gun-shot, and clearly discerning the stars in his broad pendant, I imagined the more prudent method was to bring to, and hoist the colours, that no mistake might arise, and that he might see what we were; the ship was, therefore, brought to, colours hoisted, guns double-shotted, and every preparation made in case of a surprise. By his manner of steering down, he evidently wished to lay his ship in a position for raking, which I frustrated by wearing three times. About a quarter past eight he came within hail. I hailed, and asked what ship it was? He repeated my question. I again hailed, and asked what ship it was? He again repeated my words, and fired a broadside, which I immediately returned. The action then became general, and continued so for three-quarters of an hour, when he ceased firing, and appeared to be on fire about the main hatchway. He then filled. I was obliged to desist from firing, as the ship falling off, no gun would bear, and had no after-sail to keep her to. All the rigging and sails cut to pieces, not a brace or bowline left, he hailed, and asked what ship this was; I told him; he then asked me if I had struck my colours; my answer was, no, and asked what ship it was? As plainly as I could understand, (he having shot some distance at this time) he answered, the United States frigate. He fired no more guns, but stood from us, giving no reason for his most extraordinary conduct. At day-light in the morning, saw a ship to windward, which, having made out well what we were, bore up and passed within hail, fully prepared for action. About eight o'clock he hailed, and said, if I pleased he would send a boat on board; I replied in the affirmative, and a boat, accordingly, came with an officer, and a message from Commodore Rogers, of the President, United States frigate, to say that he lamented much the unfortunate affair (as he termed it) that had happened, and that had he

known our force was so inferior, he should not have fired at me. I asked his motive for having fired at all; his reply was, that we fired the first gun at him, which was positively not the case. I cautioned both the officers and men to be particularly careful, and not suffer any more than one man to be at the gun. Nor is it probable that a sloop of war within pistol-shot of a large forty-four gun frigate should commence hostilities. He offered me every assistance I stood in need of, and submitted to me that I had better put into one of the ports of the United States, which I, immediately, declined. By the manner in which he apologised, it appeared to me evident, that had he fallen in with a British frigate he would certainly have brought her to action; and what further confirms me in that opinion is, that his guns were not only loaded with round and grape shot, but with every scrap of iron that could possibly be collected.

I have to lament the loss of thirty-two men killed and wounded, among whom is the master. H. M. sloop is much damaged in her masts, sails, rigging, and hull, and, as there are many shot through between wind and water, and many shots still remaining in her side, and upper works all shot away, starboard pump also, I have judged it proper to proceed to Halifax, which will, I hope, meet with your approbation.

I cannot speak in too high terms of the officers and men I have the honour to command, for their steady and active conduct throughout the whole of this business, who had much to do, as a gale of wind came on the second night after the action. My first lieutenant, Mr. John Moberly, who is in every respect a most excellent officer, afforded me very great assistance in stopping the leaks himself in the gale, securing the masts, and doing every thing in his power. It would be the greatest injustice was I not also to speak most highly of Lieutenant Lovell, second lieutenant; of Mr. M'Queen, master, who, as I have before stated, was wounded in the right arm in nearly the middle of the action; and Mr. Wilson, master's mate. Indeed the conduct of every officer and man was so good, it is impossible for me to discriminate.

I beg leave to enclose a list of the thirty-two men killed and wounded, most of them mortally I fear.

I hope, Sir, in this affair I shall appear to have done my duty, and conducted myself as I ought to have done against so superior a force, and that the honour of the British colours was well supported.

I have the honour to be, &c.

A. B. BINGHAM, Captain.

*To Herbert Sawyer, Esq. Rear-admiral
of the Red, Commander-in-chief,
&c. &c. &c.*

*Return of Officers, Petty Officers, Seamen, and Marines killed and wounded
on board his Majesty's Sloop Little Belt, Arthur Butt Bingham, Esq.
Commander, in Action with the American Frigate, President, the 16th
May, 1811.*

Killed.

Mr. Samuel Woodward, midshipman; Christ Bennett, captain of the foretop; Jacob Greaves, carpenter's crew; Thomas Shippard, gunner's mate; George Wilson, able seaman; Robert Liversage, able seaman; James Grey, ordinary seaman; Robert Howard, ordinary seaman; John Pardoe, private marine.

Wounded.

Daniel Kilham, landman, dangerously; died ten hours after the action.
Richard Coady, ordinary seaman, ditto; died twenty hours after the action.

John Randal, able seaman, dangerously; Nicholas Manager, gunner's crew, ditto; Mr. James M^cQueen, acting master, severely; James Dunn (2), captain of the maintop, ditto; James Lawrence, able seaman, ditto; John Richards, able seaman, ditto; Thomas Ives, able seaman, ditto; Michael Skinners, landman, ditto; William Fern, boy, ditto; David Dowd, marine, ditto; William Harrold, marine, ditto; Mr. James Franklin, boatswain, slightly; Mr. Benjamin Angel, carpenter, ditto; Peter M^cCaskell, captain of the mast, ditto; William Andrews, ordinary seaman, ditto; William Weston, boy, ditto; Edward Graham, able seaman, ditto; George Dalany, able seaman, ditto; George Roberts, boy, ditto; George Shoard, marine, ditto; Daniel Long, marine, ditto.

A. B. BINGHAM, Captain.

W. TURNER (2), Surgeon.

By Herbert Sawyer, Esq. Rear-admiral of the Red, and Commander-in-chief of his Majesty's Ships and Vessels employed, and to be employed, in the River Saint Lawrence, along the Coast of Nova Scotia, the Islands of Anticoste, Madelaine, and Saint John, and Cape Breton, the Bay of Fundy, and at, or about, the Island of Bermuda, or Somers Island.

You are hereby required and directed to put to sea in his Majesty's sloop under your command, and proceed, without loss of time, off Charlestown, where you may expect to meet Captain Pechell, in the *Guerriere*, to whom you will deliver the packet you will herewith receive, and follow his orders for your further proceedings. Should you not meet the *Guerriere* off Charlestown, you will stand to the northward, and use your utmost endeavours to join him off the Capes of Virginia, or off New York; and, in the event of not meeting the *Guerriere*, you will cruise as long as your provisions and water will last, and then repair to Halifax for further orders. You are to pay due regard to protecting the trade of his Majesty's subjects, and the capture or destruction of the ships of the enemy. You are to be particularly careful, not to give any just cause of offence to the government or subjects of the United States of America; and to give very particular orders to this effect to the officers you may have occasion to send on board ships under the American flag. You are not to anchor in any of the American ports, but in case of absolute necessity, and then put to sea again as soon as possible.

Given under my hand at Bermuda, this 19th April, 1811.

To Arthur B. Bingham, Esq.

HERBERT SAWYER.

Commander of his Majesty's

Sloop *Little Belt*.

By command of the Rear-admiral,

H. N. SOMERVILLE.

JULY 23.

Vice-admiral Sir James Saumarez has transmitted to John Wilson Croker, Esq. a letter from Captain Pater, of his Majesty's ship *Cressy*, giving an account of an attack made off Hielm Island, on the 5th instant, by a Danish flotilla, of seventeen gun-boats and ten heavy row-boats, on a convoy under the protection of the ships and vessels named in the margin.* The enemy were defeated without the loss of any of the convoy; and four of the Danish gun-boats were captured, mounting each one long twenty-four pounder and four brass howitzers, and having on board together 120 men.

* *Cressy*, *Defence*, *Dictator*, *Sheldrake*, *Sloop*, and *Bruizer* gun-vessel.

Promotions and Appointments.

Captains, &c. appointed.

Thomas Dicke, to the *Thisbe*; George Brulton, to the *Ville de Paris*; ——— Bourgoync, to the *Matine*; Hon. T. G. Capel, to the *Barham*; the Hon. Wm. Gordon, to the *Laurestinus*; ——— Clavell, to the *Orlando*; Philip Cartaret, to the *Naiad*; P. Browne, to the *Hermes*; ——— Hodgson, to the *Africaine*; ——— Rushworth, to the *Barbadoes*; ——— A'Court, to the *Owen Glendower*; ——— Otway, to the *Cumberland*; ——— Brisbane, to the *Ajax*; ——— Whitby, to the *Belle Poule*; ——— Clephane, to the *Cerberus*; ——— Hornby, to the *Unité*; F. W. Maurice, to the *Impregnable*; ——— Higinan, to the *Fly*; ——— Hockings, to the *Dominica*; M. Dixon, to the *Vigo*; ——— Peachy, to the *Hecate*; ——— Drury to the *Baracouta*.

Lieutenants, &c. appointed.

Thomas Hastings, to the *Hyacinth*; John Campbell, (5) *Daring G.B.* George Penruddock, to the *Fame*; Charles Tullock, to the *Abercrombie*; George Spence, to the *Seine*; ——— Birch, to the *Erebus*; T. B. Spilsbury, to the *Hyacinth*; Thomas Chryste, to the *Sceptre*; William Hamley, J. R. Tudor, Robert Wauchope, and Robert Ancell, to the *Havannah*; Benjamin Shepherd, to the *Audacious*; Samuel Writford, and R. Coles to the *Pompée*; William Ketchen, to the *Berwick*; Francis Smith, and G. H. Campbell, to the *Orlando*; George Plowman to the *Cordelia*; Henry Bird, to the *Mosquito*; Jas. G. Jacob, to the *Niemen*; William Fitzmaurice, to the *Laurestinus*; John Foote, to the *Boyne*; Thomas Blake, to the *Py-lades*; ——— Brown, to the *Bream*; ——— Skelkel, to command the *Gluckstadt*; ——— Filmore, who succeeded to the command of the *Crocodile* (from the coast of Africa), on the death of Captain Columbine, to the rank of commander; F. I. Thomas, to command the *Rambler*, and a division of the *Cadiz* flotilla; ——— Bain, to command the *Harpy*; Harry Were, to the *Harpy*; ——— Tisdale, to the *Scipion*; ——— Delatons, to the *Eurydice*; ——— Douglas, to the *Barbara*; ——— Dickins, to the *Africa*; ——— Arscott, to the *Nyaden*. W. B. Mends, to the rank of commander; William Hutchinson (3), Henry Levisconte, Francis Molesworth, ——— Willison, Othnel Maudesley, and George Gosling, to the *Rodney*; L. Campbell, ——— Cooke, ——— Rawlinson, ——— Prince, and ——— Nicholson, to the *Ville de Paris*; Wm. Farrant, to the *Ajax*; ——— Carey, to the *Ville de Paris*.

Pursers. Mr. W. James, to the *Nisus*; Mr. Grant, to the *Morgiana*; Mr. Anderson to the *Calypso*; Mr. W. Gregory, to the *Harpy*; and Mr. Edgecombe to the *Rattler*.

Masters, &c. appointed.

John Milne, to the *Orlando*; C. Maitland, to the *Barbadoes*; W. Mowbray, to the *Hindostan* storeship; Thomas Stokes, to the *Porpoise* ditto; Michael Spratt, superintending master at Chatham; R. Medland, to the *Vulture*; G. Griffiths, to the *Inconstant*; Francis Minto, to the *Mercury*; George Andrews, superintending master at Portsmouth; James Finlayson, to the *Elephant*; ——— Worth, to the *Hyacinth*; ——— Cason, to the *Rodney*; ——— Scott, to the *Eurydice*; ——— Boyd, to the *Rattler*.

Gunners. J. Jones, to the *Fylla*; J. Russell, to the *Strombolo*.

Carpenters. J. Perkins to the *Inconstant*; J. Helliott, ———.

List of Midshipmen passed in the last Month.

Sheerness.—J. Gindred, Benden Sharwell, Peter Howe, Henry Hill, William Jones, Dom. Sarsfield.

Portsmouth.—John Grandidier, William P. Cooley, Thomas Scotland, James Whitlocke, Charles Parker, Houston Stewart.

Plymouth.—James A. Butler, Nathaniel C. France, Samuel C. Umfreville, John Reeve, Wm. Paton, John Morrison, Phil. Bowden, Robert Delap.

Surgeons.

David Cowan, to the *Kron Prinzen*; John Cochrane, to the *Edinburgh*; John Reynolds, to the *Mosquito*; Andrew Lighthow, to the *Orlando*; Francis Torbitt, to the *Dominica*; David James, to the *Maria brig*; John Neill, to the *Egmont*; P. Waldron to the *Sceptre*; Wm. Fleming, to the *St. George*. Thomas Jones (2), to the *Barbadoes*; Thomas Watkins, to the *St. George*, *vice* Fleming; W. Fleming to the *Guildford prison ship*, *vice* Watkins; David Watson, to the *Dominica*; J. C. Roylance, to the *Hermes*; D. T. McCarthy, to the *Elephant*; Thomas Williams, to the *Seine*; John Harshawe, to the *Spartan*; Henry Osborne, to the *Swiftsure*.

Assistant Surgeons.

Thomas O'Gara, to the *Strenuous*; Alexander Milne, to the *Melpomene*; William Clarke, to the *Orlando*; John Edwards, to the *Argonaut* hospital ship; Charles Reynolds, to the *Holly* schooner; Thomas King to the *Alpheu* cutter; James Brison, to the *Rio Janeiro*; William Hoggan, to ditto; Tim. Kelby and John Thompson, as supernumeraries to the *Rio Janeiro*; John Edwards, to the *Orlando*; John Tattret, to the *Pickle*; James Skeddon, and Donald Kennedy, supernumeraries to the *Rio Janeiro*; John Speer, hospital mate to the *Halifax* hospital; William Barr, to the *Spartan*; John Hewitson, to be an hospital mate at Haslar; Charles Norman, to the *Violet* lugger; Thomas Dick, supernumerary to the *Leeward Islands*; James Wilson, to the *Nijaden*; William Cowling, to the *Audacious*; L. Hathway, to the *Bellerophon*; George Brander, supernumerary to the *Leeward Islands*; Robert Bateman, to the *Royal William*; James Stewart, to the *Daring* gun-brig.

MARRIAGES.

June 27, Captain Ferris, R. N. to Elizabeth, youngest daughter of William Schollar, Esq. of Weymouth.

July 15, at Sunning-hill, Berks, Captain John Cochet, R.N. to Mrs. Long, widow of the late Captain Long, of his Majesty's 89th regiment.

July 11, at St. Paul's church, Exeter, William Leaman, Esq. purser, R.N. to Miss S. Tucker, only daughter of W. E. Tucker, of Tiverton.

Lately, at Gibraltar, Captain Allen, of the *Franchise*, to Miss Skinner, daughter of the late Lieutenant-colonel Skinner, of the royal engineers.

In the month of March, at Bangalore, in the East Indies, Lieutenant

Frederick Gore Wade, of his Majesty's 25th regiment of light dragoons, and son of Lieutenant-colonel Wade, of that regiment, to Miss Ellison, eldest daughter of Captain Joseph Ellison, of the royal navy, and of the royal hospital at Greenwich, and director of the chest at Greenwich.

Captain G. Pigot, R.N. to Caroline, eldest daughter of the late Colonel Boyard, of Grosvenor-place, Hyde-park.

July 18, J. B. Wilks, Esq. of Dartford, Kent, to Mrs. Croft, widow of the late Captain J. Croft, R.N.

July 2, at Putney, Mr. Marshal Waller Clifton, of the admiralty, to Elinor, daughter of Mr. Daniel Bell, of Highlands, Putney-heath.

July 4, Mr. Peter Schuyler Bruff, master of his Majesty's ship Royal William, to Miss Jeffries, of Fratton.

At Plymouth, Mr. Dryden, surgeon of his Majesty's ship Pheasant, to Julia, second daughter of the late Mr. P. Symons, merchant, of that town.

At Bath, John Stuart, Esq. (distinguished in the literary world by the celebrity of his writings) of Belfast, to Jane, daughter of Vice-admiral M'Dougall, of Grosvenor-place. Admiral Mark Robinson gave away the bride.

April 18, at St. Peter's church, Liverpool, George Swinders, navy agent, to Susanna, third daughter of the late Jephtha Black, Esq.

T. B. Ferris, Esq. of the Coldstream guards, to Emily Jane, youngest daughter of the late Richard Foley, Esq. and niece to Vice-admiral Foley.

OBITUARY,

June 25, at Boniface, Isle of Wight, Lieutenant-colonel Hill, late of the 10th foot, and brother of Captain Hill, of the Naiad.

Lately, Mr. Adams, purser, in the royal navy.

June 24, Mrs. Collier, relict of the late J. Collier, Esq. purser in the royal navy—an amiable woman, whose death was hastened by the melancholy fate of her son, Lieutenant James Collier, R.N. who was killed by the French prisoners on board the prison ship at Cadiz.

On the 9th April, on board the Rodney, at Minorca, Frederick, the eldest son of the Rev. F. Gardiner, vicar of Wellow, Somerset.

Drowned at sea, on his passage from Lisbon to England, Lieutenant Rotham Home, royal artillery, eldest son of the late Rear-admiral Home, of Long Formacus.

Died in May, in France, Lieutenants Bassan and Arnold, of the royal navy.

At Bath, Captain David Phipps, R.N. in his 80th year.

Lately, Mr. William Robertson, an old surgeon in the royal navy.

In May, in Woolwich dock-yard, Mrs. Knowles, wife of Mr. John Knowles.

May 21, in Sloane-street, Chelsea, the eldest son of Admiral Sawyer.

— April, killed at Palamos, Catalonia, Mr. Frederick Hamilton Rowan, of H.M.S. Tigre.

May 22, at Eltham, Kent, Mr. John Jeffery, clerk of the check belonging to Woolwich dock-yard.

In May, at Edinburgh, Mr. John Meek Corbet, midshipman, R.N. son of the late Dr. Corbet, of Mount Vaccine, near Falkirk, N.B.

At sea, Mr. William Ormiston, son of Captain Ormiston, of Jedburgh, N.B. midshipman of H.M.S. Modeste, Captain Elliot.

Early in July, at Poulton-cum-Secombe, Cheshire, Richard Smith, Esq. superannuated Rear-admiral, R.N. P. Captain, 1st November, 1762. Superannuated, 16th February, 1793.

April 15, at Stoke Green, near Windsor, Mrs. Pigot, sister to the Duchess of Grafton, and widow of Admiral Hugh Pigot.

April 2, Captain Nathaniel Gooding, R.N. aged 81.

May 14, at Bracknell, Berks, Emeric Vidal, Esq. many years secretary to the late Admirals Duff, Sir John Lockhart Ross and Sir Robert Kingsmill, Barts.

June 17, after three days illness, at her brother-in-law's house, at Sym-bester, Miss Bruce, of Sumburgh, sister to the wife of Captain Alexander Fraser, R.N.

In June, at Kenny muir, Thomas Alexander, senior surgeon in the royal navy.

In the West Indies, Sir William Young, Bart. Governor of the Island of Tobago.

On the 23d May, O.S. at St. Petersburg, Dr. Jonathan Rogers, late physician-general to the Imperial Russian fleet, aged 71.

July 1, in the 9th year of his age, Edward, the fifth son of William Burney, LL.D. of the naval academy, Gosport.

At Nevera, Pembrookeshire, Captain Essex Bowen, R.N.

At Ilfracombe, Mrs. Birchall, wife of Captain Birchall, R.N.

June 18, 100 leagues to the westward of the Azores, on his return from the coast of Africa, Captain Edward Henry Columbine. He left Sierra Leone in a state of great debility, brought on by the deleterious influence of that climate on European constitutions, and died of a dysentery.—The Crocodile, which was sixty-three days on her passage, lost thirty-five of her crew since she left England.

Upon a tomb-stone recently erected in Paddington church-yard, is recorded the following impressive tale of mortality in a naval family:*

“ Sacred to the memory of Mrs. Helen Hardacre, wife of Henry Thomas Hardacre, (R.N.) of Gloucester-place, New-road, Esq. who died 3d. Sept. 1803, aged 31 years, leaving six infant daughters to feel their irreparable loss. Also sacred to the memory of three of her children; the eldest, only, of which scarcely lived long enough to have an idea of her parent's excellence, and to endeavour to follow her bright example, viz. Miss Helen Hamilton Hardacre, who died 4th June, 1807, aged 11 years; Miss Octavia Hanna Hardacre, who died the 1st Feb. 1803, aged 9 months; and Henry Thomas Hardacre, who was born 25th August, 1803, and died 19th Sept. following,—Angels record virtue and innocence in heaven, which is quite sufficient for departed worth; yet, as benefit is derived by recording deeds of virtue, this monument is placed over the dear remains of a much loved wife, as one means to perpetuate the memory of her, who, in every instance through life, was an ornament.”

* Hardacre's Naval Improvement, Vol. XI. page 104. Births, XII. 86. XIV. 350. XX. 255. Deaths, XIX. 176. XX. 256.

ADDITIONAL BIOGRAPHICAL MEMOIR

OF

ADMIRAL SIR JOHN BORLASE WARREN, K. B.

"Biography is a pleasing and an useful study; and it is much to be wished, that the striking parts of the lives of great men, were oftener brought to light....The envious hand of time would, by degrees, if not prevented, cast a veil over the Hero's brightest actions: this would deprive us of many laudable examples for the imitation of such as would arrive at the temple of virtue and fame. Characters may be considered as so many mirrors held up to public view."—(Watson's dedication to his Memoirs of the Ancient Earls of Warren.)

IN the third Volume of the *NAVAL CHRONICLE*, (pages 333—359) a memoir, from no common or trite sources, was given of this eminent officer's public services to the beginning of 1800; and an engraving was subjoined, from a design of Mr. Pocock's, of Sir John Warren's memorable action with the French frigates under M. Desgarceaux, on the 29th of April, 1794. To detail, since the year 1800, the whole of this indefatigable admiral's professional and diplomatique exertions, would exceed the limit allowed in a single number of our *CHRONICLE*; and might disclose some political facts, which a mistaken policy in the ministerial circles of the day, had deemed it right to conceal. Yet how often has the character of the first officers in the service suffered from such timid silence, and the page of historic narration been darkened in respect to the leading events that have actually taken place in the extensive theatre of the present war. The great object of our biographical memoirs has been, to counteract this too prevailing endeavour to disguise or conceal the real facts that have actually happened in the naval history of our own times; and we have certainly succeeded beyond what many persons might be inclined to believe.

In the following additional biographical memoir, we shall confine ourselves to Sir John Warren's public services when attached to the western squadron under the Earl St. Vincent, from the month of August, 1800; and more particularly to his great exertions in the Mediterranean, under Lord Keith, during the last

year of the first French, or as Buonaparte terms it, *Punic war*, in 1801. These services will be chiefly detailed in extracts from some valuable unpublished letters, which our own diligence, and that of different friends have collected. From the close of 1799, when Sir J. Warren had his flag on board the *Renown*, of 74 guns, to his sailing for the Mediterranean, in November, 1800, his ship was employed with the Channel fleet, or in the Bay of Biscay and northern coast of Spain; and a reference* to the fourth Volume of the *NAVAL CHRONICLE*, under the head of Letters on Service, will detail his proceedings with Captain J. B. Martin, of the *Fisgard*; when the names of Lieutenants Burke,† Gerrard, and Yarker, are mentioned as having particularly distinguished themselves.

Whilst attached to the squadron under Earl St. Vincent, Sir John Warren was employed in the expedition against Ferrol, with the late General Sir James Pulteney. The following letters, respecting the operations that were then pursued, will prove of essential service in throwing light on that transaction.

Information, dated July 30, 1800, had been received from Captain R. G. Keats, commanding the *Boadicea*, off Ferrol, that, if the reports which had been collected from prisoners and fishermen could be relied on, the enemy's ships in Ferrol were making some preparations as if to move; but that the situation would not admit of our reconnoitring them, with any advantage, from without.

“ *Sir J. B. Warren, to Earl St. Vincent, Commander-in-chief of the Western Squadron: dated Renown, Quiberon Bay, August, 1800.*

“ My Lord: I beg leave to inform you, that General Sir James Pulteney and myself, have remained here a week, in expectation of being joined by the ships, having the Guards and Hompesch's Hussars on board, from Ireland: and not having received any intelligence of them, but being of opinion that they are at sea, and that it may be possible to meet them by steering along shore, as all is arranged, and every person embarked, considering also the advanced season of the year, and that a farther delay in

* Pages 60, 70, 150.

† Advanced afterwards to the rank of captain, in consequence of his gallantry in cutting out la Guippe privateer, of 24 guns, (the *Wasp* sloop) and brother of Lieutenant R. Burke, who died of his wounds (Vol. IV. page 438) gained in a most gallant exploit. (Vol. VI. page 173.)

executing our orders may defeat the object of them, especially as, from the number of troops embarked at so hot a season of the year, sickness may be expected by their remaining; I agreed with the general to leave this anchorage to-morrow. It may probably be another day before we get as high up as Groa, by which time it is to be hoped the second convoy will appear. I have, however, given orders to Captain de Courcy, to take under his command the Requier brig, and, upon the appearance of the Cork convoy, to escort them part of the way to the appointed rendezvous; sending forward the Requier to conduct them wherever I may be. I have also left sealed orders for the senior officer of the convoy, for his guidance whenever he may arrive at this anchorage. I trust that these measures may meet with your lordship's approbation; as the general and myself have reflected upon the consequences of the number of soldiers crowded into transports at so hot a season of the year; and that a longer delay in the execution of our orders may defeat the object of them."

Lord St. Vincent replied as follows, August 30, 1801, from on board the Royal George, off Brèst—

There never was a measure fraught with more wisdom, than the determination, Lieutenant-general Sir James Pulteney and you have come to, in proceeding without the brigade of Guards, and Hompesch's Hussars. I entirely approve of every step you have taken, more particularly that of a distinguishing pendant to Sir E. Pellew, and taking le Cerbere into his Majesty's service: and, most heartily wishing you all honour and glory, I have the honour to be, &c."

(1800.) On the 23d of August, when at sea, Sir John Warren wrote as follows to Sir E. Pellew, on board the Impetueux—

"I wish you to proceed with the convoy and ships of war off Cape Prior, notwithstanding it may be necessary for me to go ahead with the generals, to reconnoitre and ascertain the points at which they wish the disembarkation of the troops to take place; as well as to find Captain Keats' squadron and the Magicienne, who are off Ferrol. I think, therefore, you had better not come in sight of Cape Ortegal, nor carry sail for 16 hours after my departure, to allow of a sufficient time for me to obtain the information required by the general officers. After which, the sooner you join us the better, that the whole may be anchored in the best situation for the execution of our orders."

Captain Hood, of the Courageux, was also directed, on the 25th, as there was no surf in the first bay on the other side of Cape Prior, where they had proposed landing, and as he thought it could be effected that day, to come to anchor; and, as Sir John Warren found that he could not obtain a landing in the bay of Playa des Dominos, as had been intended, Captain Hood was, on

the same day (August 25th), instructed to proceed according to the original plan; being also informed, that the admiral had, on that day, at length, succeeded in landing a detachment of troops and artillery, under the direction of Sir Edward Pellew, and the other officers.

"General Sir James Pulteney, to Admiral Sir J. B. Warren, dated August 26, 1800.

"It appears to be quite impossible to do any thing: It is, therefore, my intention to re-embark the troops to night; the first will be on the beach at 10 o'clock. You will, in the mean time, have the goodness to stop all further disembarkation."

Sir John Warren replied immediately—

"I regret, most extremely, the necessity of embarking the army at this moment; having flattered myself with the expectation of success, from being in possession of the heights. The boats and covering frigates shall be ready at any hour to receive the troops: but I beg leave to state, that it is high water at nine o'clock; and that from ten until three, is the worst time for embarking the troops, the surf, at that period, being in general the highest; and that the most favourable time would be at day-break, or from eight until ten this evening. The boats will be ready, and all the officers of the fleet to attend."

Admiral Warren, also, without loss of time, immediately addressed the following short note to Sir Edward Pellew—

"Dear Sir: I wish you to mention to the general, the necessity of destroying the fort and bursting the cannon, as early as possible, at the landing place; and pray let the rum, &c. be sent off that lies on the beach, with all other stores that now are on shore. P.S. Do not forget the fort.

(1800.) An official account, of the disembarkation of our troops, and of their other proceedings, was sent by the admiral to Earl St. Vincent, August 27, which appeared in the Gazette; * but the following postscript was omitted:

"I learn from the captain of the Childers, that the Clyde has captured a Spanish packet from the Havannah, and that the galleons are soon expected upon this coast, under convoy of four sail of the line, with an admiral's flag.—*Naval force in Ferrol:—in the harbour*, 2 ships of 112 guns, 3 of 74 guns, 4 of 44, 1 of 28, and a French cutter in commission. *In the basin*, 2 three-deckers, 3 seventy-fours, 2 frigates, and 1 twenty-four-gun ship.—*Building*, 1 seventy-four, 1 forty-four, and 1 of twenty guns."

* See NAVAL CHRONICLE, Vol. IV. page 238.

On the 27th of August, (1800) Sir John Warren left the bay of Playa des Dominos, with the squadron of transports under his orders; and, being joined the same evening by his Majesty's troop-ships, *Trusty*, *Dictator*, *Delft*, &c. and, on the 31st, by some others from Ireland, who had been obliged to remain in Quiberon Bay, he proceeded to Vigo Bay. On his arrival in Vigo Bay, a gallant action took place by the boats of Captain Samuel Hood's detachment, in cutting out a privateer,* under Lieutenant Burke's orders: "Whose merit," as Sir John Warren observed in his official despatch to the commander-in-chief, "upon this, as well as former occasions, will, I trust, recommend him to your lordship's favour, more especially, as he has been severely wounded on this service." Captain S. Hood, in the *Courageux*, had been ordered by the admiral to lead into the bay, and to take the *Ame-thyst*, *Stag*, *Amelia*, *Brilliant*, and *Cynthia*, under his orders, as an advanced squadron a-head of the convoy; to chase or cut out any of the enemy's vessels that might be found there.

Sir John Warren intended to have put to sea on the 3d of September, 1800; but the wind setting in to the S. and W. and blowing very strong gales, prevented his leaving Vigo Bay with the convoy of transports. During the afternoon of the 6th, the violent gales continuing, he was a melancholy witness of the loss of the *Stag*, Captain Winthrop; which having parted her best bower and small bower, they found it necessary to cut and endeavour to get the ship to sea; the gale blowing furiously at the time, laid her on her beam ends, and prevented her from wearing clear of the transports. Captain Winthrop then made sail upon her, and endeavoured to weather Point Subudo; but the gale increasing almost to a hurricane, they were driven on that point, and, in a very few minutes, a rock broke through her bottom; when she filled almost immediately. After saving all the officers and ship's company, and some of the stores, she was set fire to, in pursuance of orders from Sir John. The violence of the gale still continued;

* *La Guippe*, of Bourdeaux, as mentioned in a preceding note, 300 tons, pierced for 22 guns, carrying 18 nine-pounders. (See Vol. IV. page 238.) Captain Hood, in his letter, spoke also in the highest terms of Lieutenant Burke. We wish some of our professional correspondents would favour us with a detailed account of the services of this brave officer.

and, on the morning of the 7th of September, at day-break, the Tartarus bomb was observed near some rocky points, with signals of distress flying. Owing to the great exertions of the officers and men sent to her assistance, she was got off, and anchored in safety on the 8th.—On the 10th, the wind having veered to the N.E. the squadron and convoy got under weigh.

“ Admiral Sir J. Warren, K.B. to his Excellency Don Miguel Desmaisières, Governor of Vigo, September 9, 1800.

“ Sir: I beg leave to return your excellency many thanks for the five prisoners that were shipwrecked upon the coast; and the conduct you have been pleased to shew upon this occasion is a proof of the honourable sentiments which have often been exhibited by the Spanish nation to the unfortunate, whom the fortune of war has thrown into their hands. I must also add my personal acknowledgments, for the attention with which your excellency has treated my officers who accompanied the flag of truce, and to assure your excellency of the high esteem, &c.”

In consequence of the damages which the transports had received, and the repairs which they required, Sir John protected them with his squadron, consisting of the Renown, Impetueux, Courageux, and London. The wind, upon the coasts of Spain, and Portugal, is generally three parts of the year to the northward, as well as the currents, which obliges every ship that is homeward-bound, to stand to the westward to obtain a wind, or to fetch the Cape, which Sir John Warren endeavoured to do by every means in his power. Having thus seen the Ajax, with her convoy, as far to the southward as Lisbon, they parted company on September 13; and, arriving at Plymouth with his ships, according to orders from Lord St. Vincent, the admiral applied for leave of absence; when a short leave was granted him. On the 12th of October, he addressed the following grateful acknowledgment from on board the Renown, Cawsand Bay, to the respective captains of his squadron; which consisted of the Renown, Courageux, Impetueux, London, Gibraltar, Ajax, Brilliant, Amethyst, Amelia, and Magicienne.

“ The commander-in-chief, having expressed to me his entire approbation of your conduct, and the officers, seamen, and marines of H. M. S. under your command, upon every occasion that presented during the late expedition, has desired me to return his thanks for the zeal which was manifested, and the exertion made by them upon that service; which I

request you will communicate to them, in as public a manner as you think proper to adopt, and to accept my thanks also, and to present the same to the officers and men, for their meritorious behaviour. I have the honour to be, &c. J. B. Warren."

(1800.) The *Renown* was, soon afterwards, ordered on foreign service to the Mediterranean, and Sir J. Warren accordingly sailed from Cawsand Bay towards the end of November. He arrived off Cadiz on the 4th of December, and, on the 6th, anchored in Gibraltar Bay, having made a passage of only ten days from Plymouth. Finding, on his arrival, the *Sir Thomas Pasley* brig, that had been sent with despatches and admiralty letters from England, had been captured by a gun-boat of the enemy at the entrance of the Straits, he lost no time in forwarding the duplicates entrusted to his care, by the *Mondovi* brig, Captain Stewart; and acquainted Lord Keith with his reason for so doing. Considerable exertions to prevent this capture, were made, both by Captain G. Campbell, of the *Dragon*, and by Captain Stewart, of the *Mondovi*, who witnessed the transaction; but, owing to the wind, without being able to prevent it. During the night, however, a boat, with the second mate of the *Pasley* brig, drifted alongside the *Dragon*, and informed Captain Campbell, that the despatches which were on board for Lord Keith and Sir R. Abercrombie, had been thrown overboard. The *Pasley* brig was not captured until she had sustained an action of an hour and an half; during which the Spanish gun privateer, continued to preserve a distance which the carronades of the *Pasley* could not reach; notwithstanding every effort to close, that was made by her brave commander, Lieutenant C. J. Niven, who was, severely wounded. He, afterwards, escaped from the enemy, in consequence of an order which arrived to march all the English prisoners to a town in the interior. The following was, at that time, the state of the enemy's force at Cadiz, as had been observed, December 3:—Six line-of-battle ships, one of whom had a flag at the fore, and one frigate; two sail of the line, and a convoy, were preparing at Corunna, to sail for Spanish America; and three large privateers were fitting out at Malaga, to annoy the Gibraltar trade to Barbary. The *Pasley* brig also, which had been so recently captured, was fitted out, and nearly ready for sea.—Sir John Warren, like other officers

who had been before him on the station, had reason to complain that there were so few small vessels in those seas, commanded by lieutenants. Whatever vessels there were of that useful class had proceeded up the Mediterranean, with the commander-in-chief, so that none were attached to his own squadron. The *Carmen* and the *Minerve*, Captain G. Cockburn, were the only frigates he was allowed to keep with him, and their service was much wanted with the squadron. Yet of these two, the former, being out of repair, was refitting at Gibraltar, and the latter was not able to join him until the beginning of February, in the next year.

(1800.) Sir John Warren was, at this time, directed to correspond with the Portuguese government, in order to afford it every assistance and protection in his power. He was also ordered to watch the motions of the enemy, should they make their appearance and endeavour to pass the Strait; and, for that purpose, was to take his station off Cadiz, and to act as circumstances might require. He had also received from home, an account of the preparations that were then making by the French in the port of Leghorn; and the propriety had been suggested, of Sir R. Bickerton's, or his, going with their respective squadrons, to endeavour to intercept the enemy in their passage from the above place, and to counteract any plans they might have formed for attacking the possessions of his Majesty's allies. But previous to Sir John's arrival, Sir R. Bickerton had proceeded up the Mediterranean.

"Admiral Sir J. Warren, K.B. to Captain Manley Dixon, of the Generaux, dated Renouen, at Sea, off Cadiz, January 3, 1801.*

"----- I very much approve of the disposition you have made of the force under your command. I must request, if any movement takes place either at Toulon, Carthage, or Barcelona, or any preparations for the arrival of the French squadron from Brest, of which there are seven or eight sail under the command of Admiral Gantheaume, with troops ready for sea, that you will immediately acquaint me with any intelligence you may procure upon that subject. In the event of the enemy's squadron proceeding through the Straits, either in force or otherwise, I shall send vessels to the commander-in-chief, and also to you, with intelligence thereof: and it may be necessary to communicate to the ships under your

* Captain Dixon remained as senior officer at Minorea, in the absence of Lord Keith; who had left that island, November 30, with the armament destined for the then secret expedition.

command, that they must keep a look-out for the appearance of the squadron under my orders, to join me, and also to expect the enemy's ships from Brest upon the coast of Spain: they should, therefore, be very attentive whenever any squadron appears, to ascertain by signals, whether it may be friends or foes; and, if the latter, to watch their motions, and to send you information thereof.

"I should suppose whenever the Mercury, or any frigate under your orders, cruise off the coast of Italy, it might be advisable to direct them to visit and search into the several bays in the island of Corsica, to observe if the enemy are preparing any expedition against the island of Sardinia; and also to cut off their supplies and trade from Toulon and Marseilles, and with the island of Corsica-----"

(1801.) Considerable apprehensions had, at that time, been excited in the island of Sardinia, on account of an expedition said to be planning against it by the French in Corsica; and directions had been accordingly given to the officers commanding his Majesty's ships passing to Malta, to enter the bay, and, without incurring any loss of time, to give countenance by their presence to his Majesty's ally, whenever the nature of the service on which they were destined, would admit of their so doing. The King of Sardinia had arrived at Naples. Seven ships of the enemy had sailed from Toulon, and, as at first supposed, for Egypt; but they had gone to Corsica, whence four had returned again to Toulon. All the ships of the line in Spain, were, in consequence of the urgent request of Buonaparte, to be put in requisition and placed under the direction of the French government, in order to make a great naval effort against England. Sir John Warren, on the 17th of January, continued cruising with his squadron off Cadiz. Captain Halsted, of the Phoenix, was directed by Sir John to cruise off Terceira, to endeavour to intercept a valuable Spanish ship lying at that island, homeward-bound. Captain Dundas, with the Calpe and some gun-boats, was to protect convoys passing through the Straits; and Captain Dunn, in the Incendiary, was stationed between Capes Spartel and Trafalgar, for the purpose of assisting any of his Majesty's ships, or those of his allies, that might be bound into, or out of, the Mediterranean. On the 8th of February, Captain Halsted, of the Phoenix, joined Sir John Warren, with the intelligence, of his having fallen in with a Spanish squadron of three sail of the line, and another also of ten sail of French

line-of-battle ships, which, from their course, might be expected every hour. Sir John Warren immediately collected all the ships that he could, determining, if the enemy entered the Mediterranean, to join Lord Keith without a moment's loss of time.

“Admiral Sir J. B. Warren, K.B. to Evan Nepean, Esq. dated Renown, Gibraltar Bay, February 10, 1801.

“Sir: I have to inform their lordships, that Captain Halsted, of the *Phoenix*, joined me on the 8th instant, with an account of his having fallen in with a Spanish squadron of three sail of the line, and another of ten sail of French line-of-battle ships: I, therefore, proceeded to the entrance of the Straits, with his Majesty's ships under my command, *Renown*, *Dragon*, *Gibraltar*, *Phoenix*, and *la Minerve*; and, at day-light of the morning of the 10th, Captain Dundas, of the *Calpe*, who was in Tangier Bay, acquainted me that seven sail of the line, one frigate, and a large store-ship of the enemy, had passed through the Straits up the Mediterranean, on the morning of the 9th.

“I, immediately, proceeded to Gibraltar Bay, to complete the water and provisions of the line-of-battle ships, and despatched the *Phoenix* and *Minerve* to ascertain the enemy's situation; directing them to look into Carthagenæ and Toulon, and to join me off Minorca. If I should receive any information of the enemy's * squadron having passed Sicily, I shall, in that case, join the commander-in-chief off Alexandria.”

(1801.) The *Success*, Captain Peard, which had left Gibraltar on the 9th, the day the enemy passed the Straits, with an intention of watching them and giving the earliest intelligence, was taken. The following is the account of this capture, which Captain Peard sent to Lord Keith, dated Mahon, February 26:

“My Lord: It is with extreme pain I inform your lordship of the capture of H. M. S. *Success*, under my command, by a squadron of the enemy, on the 13th instant, about 14 leagues E. of Cape Palos. On the morning of the 9th, whilst lying in Gibraltar Bay, I saw seven ships of the line, and two frigates, pass to the eastward, under a press of sail; and, having no doubt but they were French and their destination Egypt, I immediately determined to put to sea, and endeavour to pass them, to call off Minorca, and then proceed to your lordship with the intelligence. The next morning I came up with them off Cape de Gatte, and passed them in the night. The two following days they were in sight, but very distant—the wind variable

* A reference to our Vth Volume (page 264) will give the reader Admiral Canthelme's official account of his proceedings, from the 23d of January, 1801, when this squadron slipped out of Brest, during a violent gale of wind at N.; addressed to Forfait, minister of marine, and dated off the extremity of Cape de Gatte, February 10.

and light. The night of Thursday, the wind blew fresh from the S. and, as I carried every sail the ship would bear, and going at the rate of seven, eight, and nine knots, I imagined our distance would have been greatly increased by the morning: but had the mortification to find them at daylight close upon our larboard quarter. They immediately gave chase; and, as I saw it was scarcely possible to escape, I determined to run them back to the westward, as it would materially retard, or might bring them in sight of any squadron of our ships that should be in pursuit of them. At noon the wind fell, which, with a head sea, gave the enemy every advantage. At 3, they were within musket-shot; and two ships of the line, one on the beam, the other on the quarter, began to fire: when, being convinced that nothing more could be done, I ordered the colours to be hauled down.

"I trust, my lord, that no blame will attach to me on this unfortunate event; and that, on investigating my conduct, it will appear, that my anxiety to pursue the enemy, was the cause of my being in the situation of the morning of the 13th, and that nothing was omitted afterwards for the preservation of H. M. S.—I enclose your lordship a list of the enemy's squadron. They were picked ships, commanded by Rear-admiral Gantheaume. Sailed from Brest the 23d of last month, and had on board between 3 and 4,000 land forces. On the 19th they anchored in Toulon harbour, where I left them, the 23d, and arrived here on board a cartel this morning, with my officers."

The Sybille transport was also taken by the French, on the 16th, but, having chiefly women on board, was permitted to depart.

(1801.) Sir John Warren's great desire was, at this time, as the enemy had six sail of the line in those seas, to keep his little squadron collected, in order to observe the enemy's motions, should they attack any of the points that were apprehended, or to follow them, if they proceeded to Egypt. He had, indeed, received Admiralty orders, to detach a ship of the line to protect Leghorn, Elba, and the coast of Sardinia; but he was unable to part with the *Genereux*, and was obliged to take that responsibility on himself, which requires great abilities and approved experience. On the 2d of March, he sent the following letter to Mr. Nepean, from on board the *Renown*, in Mahon Road:—

"Sir: I request you will inform their lordships, that having refitted the squadron under my command, consisting of the ships named in the margin, (*Renown*, *Dragon*, *Gibraltar*, *Hector*, *Genereux*, *Haerlem*, *Phoenix*, *Mercury*) I left this anchorage on the 24th ult. But, having in the same night experienced a heavy gale of wind, with much thunder and lightning, which killed three men and wounded two others, as well as injuring several of the ships—the *Mercury* had her main-mast shivered; the *Genereux's* fore and main-top-mast were carried away, her bowsprit and main-mast badly

sprung, and her powder damaged by a leak which she had sprung in the bows; I directed her to be taken in tow by the Dragon, when the gale abated, and I stood for this island, where I anchored on the 27th.—The Gibraltar's fore-yard was carried away in the slings also. Upon my arrival at this anchorage, I found that a cartel had arrived in the harbour, from Toulon, with Captain Peard, some other officers of H. M. late ship *Success*, and the Sprightly cutter; which vessels the enemy had captured in the Mediterranean; and I learnt from those officers, that H. M. fire-ship, *Infernal*, which I had detached, on the 23d of January last off Cape St. Vincent, to look out for the convoy expected from England, had been taken likewise by the French squadron, on her return to Gibraltar, and sunk by them.....I shall proceed to sea with the remainder of the squadron, to intercept the enemy, should they leave Toulon; off which port I have stationed the *Phoenix*, *Minerve*, *Teresa*, *Pearl*, and *Mermaid*, to watch their movements."

" *From the same, to Admiral Gantheaume, Minorca, March 3, 1801.*

"Sir: I have been informed by Captain Peard, who arrived in a cartel at this port, a few days ago, with the officers of his Britannic Majesty's ship *Success*, of their having been captured by the squadron under your command, and of the attention you have been pleased to shew them on that occasion; for which I beg leave to return you my best acknowledgments."

" *To his Excellency the Governor of Minorca, General Fox, dated Renown, Mahon Road, March 3, 1801.*

"Sir: I am to acknowledge the receipt of your excellency's letter of the 3d instant, and inform you, that I have given directions to Captain Dixon, to land the detachment of troops you mention, whenever you may wish them to be disembarked. And I beg leave to return you my best thanks, for the attention you have shewn his Majesty's naval service, in affording it the assistance of the above troops at so critical a moment: and I should be obliged to you, in returning my thanks to the officers and men of the detachment, whose behaviour whilst on board H. M. S. *Genereux*, has insured to them the gratitude and good opinion of the navy."

" *To the Senior Officer at Gibraltar, dated Renown, off Sardinia, March 7th, 1801.*

"Sir: I enclose for your information, the intelligence which accompanies this, and which I have just received in a ship from Naples.

Intelligence.

"The master of an English vessel was driven from Naples, on the 25th of last month, the Neapolitans having concluded an armistice with the French. One of the articles is, that the English are to be expelled from their different ports. This English vessel had sailed for Malta, at the same time, with 20 sail, having English property on board. Three Russian frigates were lying in the Mole, and the Russians, with 4000 men, had command of

the town. The Prince and Princess were at Naples, the King at Palermo. A French vessel had arrived the day before the English one sailed, and the master of the latter was told by the Lazaroni, that they would support him with 5000 men, if he would remain with them; so great was their regard for the English. All the ports in Sicily are to be shut against the English."

"I am * proceeding" (continues Admiral Sir J. B. Warren, to the senior officer at Gibraltar) "with the ships named in the margin, (Renown, Dragon, Gibraltar, Hector, Haerlem, and Mercury) to Palermo, to join the Alexander, or to order her to meet me from Malta; as well as to protect the British merchants who are in Sicily: and, when the frigates that are detached have joined me, I shall return to the station already communicated as my rendezvous, left with the senior officer at Minorca. I wish you to detach some vessel to observe the enemy's motions in Cadiz, as well as to protect the entrance of the Straits; and keep a look-out for any other detachment of the enemy's ships which may endeavour to pass through. If the convoy is arrived, they might push into Minorca, keeping the middle of the Channel, as I shall soon be near the Toulon squadron to cover any thing coming up; and pray get your ship manned, and ready for service with all possible despatch."

"To Captain Dixon, H. M. S. Genereux, Mahon, dated Renown, at Sea, March 27, 1801.

"Sir: I received your letter by the Salamine brig, with the information he was directed to convey to the commander-in-chief, relative to the French squadron having sailed from Toulon on the 19th instant. And I inform you, that on the 26th, the day after the brig joined me, I fell in with the enemy's squadron at day-break, about 14 leagues to the S. W. of the island of Toro; I having been reinforced by the Athenian and Alexander, from Malta.—The enemy were apparently proceeding to the eastward, and, as far as we could distinguish, were seven ships of the line, and three frigates, under a press of sail. I chased them all day, and came up with them considerably towards the evening; but unfortunately lost sight of them during the night. So that I suppose they must have hauled up to the N. or S. of us. I am, therefore, endeavouring again to obtain a sight of them, and if I should fail of so doing, it is my intention to proceed immediately and join the commander-in-chief at Alexandria, which I understand is the enemy's destination. I shall, therefore, be obliged to you in directing some other frigate, with the Minerve, or Mermaid, to join, as the Mercury is the only ship of that class at present with me. They had better proceed along the African coast, taking care to avoid the enemy's squadron in case of falling in with it.—I must also request you will keep a strong detachment of frigates off Toulon, as well as some others between Barcelona and Majorca: as it is possible several of the enemy's ships of war,

* Sir John Warren had again sailed from Mahon Roads on the 4th of March; as appears by an interesting extract from a letter detailing their proceedings, which appeared in our VIth Volume, page 71.

with troops, may be upon their passage from France to Egypt—And that you will also proceed with the utmost despatch, in getting the ship you command ready for sea, and employ her on that service likewise.”

In his official letter to the Admiralty, dated March 30, Sir J. Warren added:—

“ I am sorry to observe that their squadron was composed of the fastest sailing ships of their fleet; and although the van of those under my orders, gained upon some of their ships, yet owing to the bad sailing of the Athenian and Gibraltar, it was difficult to come up with a flying enemy. I understand the *Minerve* captured one of the victuallers belonging to the above squadron, and that the *Phœbe*, which I had stationed to cruise off the entrance of the Straits, to protect the convoy expected from England, has arrived at Mahon with *l'Africaine*, a large frigate, with 4 or 500 troops on board, destined to Egypt, and I suppose from *L'Orient*; as I recollect the frigate was left there some time ago with three others. The *Phœbe* had a severe action,* in which the conduct of Captain Barlow, his officers, and men, was as exemplary on this, as upon former occasions. The relief of Egypt, I learn from good authority, is a favourite and fixed measure of Buonaparte, even at every risk and loss; but whether the attempt is to be made to the westward of Alexandria, or eastward of Damietta and Rosetta, I am at a loss to determine.”

Sir John Warren proceeded with his wonted despatch to Alexandria, after losing sight of the French squadron; which he had chased during a day and a night, with variable winds inclining to calm, and, on the 20th of April, joined Lord Keith.

(1801.) According to intelligence signed by Captain Dixon, and brought by a prize taken by *la Minerve*, 20 leagues south of Toulon, March 20, this French squadron had sailed at 6 P.M. on the 19th instant from Toulon, consisting of seven sail of the line, three frigates, and three merchantmen. It had experienced a heavy gale of wind during the same night; and, on the next morning, one of the line-of-battle ships had been seen, with the loss of her main-mast, and four others much dispersed, running before the wind. Captain Cockburne had desired the prize-master to say at Mahon,

* NAVAL CHRONICLE, Vol. V. page 359. In the index erroneously marked page 329. Captain Barlow's letter is dated February 20, twenty leagues east of Gibraltar. He particularly mentioned the meritorious conduct of his first lieutenant, Holland, who was wounded, as also, of Lieutenants Bedford and Heywood, of Lieutenant Weaver, of the marines, and Mr. Griffith, the master, as well as that of his other officers, and indeed of his brave ship's company, who had kept up so tremendous and decisive a fire.

that the French squadron were gone to Alexandria. He himself went in search of Rear-admiral Warren, who was supposed to be at Naples, and joined him on the 11th of April, off Cape Rosette, in consequence of an order which Captain Cockburne had received from Captain Halsted, of the *Phoenix*. Sir John Warren had not been able to procure any intelligence of the enemy, since he had lost sight of them during the night of the 26th of March.

(1801.) On the 12th of May, Sir John, in the *Renown*, was detached by Lord Keith from Alexandria, on a particular service, with the following ships—*Gibraltar*, *Dragon*, *Alexander*, *Haerlem*, *Stately*, *Athenian*, and two Turkish ships. On the 23d of May, he anchored in the Bay of Coron, to gain information of the enemy's movements, and to procure supplies of fresh beef, wine, and vegetables, of which the respective crews were much in want; being sickly from having continued nearly six months upon salt provisions. The squadron was furnished at Coron with every refreshment that was necessary. The Bey Effendi, as well as all the inhabitants of the place, were very polite, hospitable, and attentive to our officers; and Sir John, on leaving the Bay of Coron, recommended Mr. N. Strane, his Majesty's Consul at Patrass, to form a correspondence there; in order to assist any of his Majesty's ships, who might arrive at Coron and be in want of fresh provisions.

“Admiral Sir J. B. Warren, K.B. to his Highness the Captain Pacha, dated Renown, Coron Bay, May 25, 1801.”

“Sir: I have the honour to inform your highness, that the Turkish ships commanded by * Tunbeck Maamet, captain, and Haly, captain,

* Towards the close of this year, 1801, Sir John Warren, on leaving the Mediterranean, received the following complimentary letter, from this worthy Turkish officer, who commanded an Ottoman ship, called the *Zephyrus*, of 64 guns,—

(Translation.)

“MOST EXCELLENT ADMIRAL,

“Having had the honour, most heartily, to serve under your orders the space of three or four months, I thought myself supremely happy; the moment, however, I was deprived of your honourable presence, I became impatient; as since, during the time I have been at sea, I have never made another happy voyage. I hope God will preserve your life, and, perhaps, I may again have the honour of being under your command.

“I am at present, as your excellency knows, at Corfa; and I pray the

joined me previous to my departure from Alexandria.—These officers, as well as Ameen Howza, captain, having communicated, that they were ordered to remain with me, I anchored here upon the 23d instant; and, as the squadron was in want of fresh provisions and other supplies, Ameen Howza, captain, arranged every thing with the Bey Effendi, governor of Coron. By which means, and through their assistance, we have received the most friendly support and accommodation; for which I beg leave to return your highness my most grateful thanks, and to recommend the above officers to your protection, as well as Tunbeck Maamet, and Haly Bey, who have conducted themselves with the utmost zeal, and to my satisfaction.

“ I have endeavoured to obtain information of the situation of the French force upon the coast of Italy, and, as far as it was possible, of the state of affairs here; which I have also enclosed for your highness’s consideration: and I have assured the governor at this place, that I shall always be happy to afford every assistance in my power, with the squadron under my command, at all times and upon every occasion, to his Imperial Ottoman Majesty’s dominions, whenever any opportunity shall present itself for so doing.—I have, likewise, in consequence of Lord Keith’s, the commander-in-chief’s, orders, written to the Senate of Ragusa, respecting a French agent, who is reported to have lately arrived there; and I shall give strict orders to all the frigates in the Adriatic, to be very vigilant in attending the motions of the French, if they should be disposed to invade the Morea, or any port in the States of his Imperial Ottoman Majesty: being convinced that I shall act according to the wishes of his Britannic Majesty, and also of the commander-in-chief of his naval force in the Mediterranean.”

(1801.) From a view of the state of affairs at Coron, enclosed for the Pacha’s consideration, it appeared, that the situation of the place was strong, but wanted some cannon; and that neither provision nor ammunition were provided against a siege by the enemy. To defend it properly, would have required 1500 Janissaries. If the enemy should resolve to attack Coron, it was recommended by Sir John Warren, that the Turkish troops should retire to the mountains, as there was not a sufficient force for its defence; and he also submitted to his highness’s consideration, that if the enemy made an attack upon Albania, by landing at Ragusa, unless an army were ready to defend that

Almighty for the health of yourself, and your noble family, hoping you continue well, as I do. Ali Bey, with my little son, kiss your hands. I am fearful you may have forgotten me, but I request your excellency not to deprive me of your friendship.

Most obedient humble servant,

“ TUNBECK MAAMET, Captain.

“ A Sua Excellen. Amiral Jansan Baslos Varan.”

country and oppose them, they would march into the Morea; and, by fortifying the passes of the mountains, render it difficult to drive them out of the Morea, if any of its inhabitants should be disaffected. As the French, however, had not any ships of war to force a descent on that coast, Sir John added, that any such plan might be prevented, by watching the ports of Ancona, Manfredonia, Brindisi, and Otranto, by the Turkish and English frigates cruising off those ports; but that it would require at least five or six Turkish, and three or four English vessels, to prevent an invasion. He also observed, that the port of Navarino, which was one of the probable points of attack on the Morea, could be rendered perfectly secure, if a battery were erected on each side of the entrance into the harbour.

(1801.) According to some information respecting the French force in Italy, which Admiral Warren mentioned having obtained, in the above letter to the Pacha, it appeared, that the enemy had, at that time, under the orders of their general-in-chief, Murat, brother-in-law to Buonaparte—At Ancona, 12,000 men; at Manfredonia, 8,000; at Brindisi, 6,000; at Otranto, 6,000; making a total of 32,000 troops, which, it was supposed, were intended to invade the Imperial Ottoman Dominions. It was also believed, that another army, amounting to 40,000 men, was upon its march through Transylvania, or Bosnia, to co-operate in that invasion, commanded by either a Russian, or a French General.

“ Sir J. B. Warren, K.B. to the Senate of Ragusa, dated Renown, Corfu, June 7th, 1801.

“ Illustrious Senators: I am directed by the commander-in-chief of his Britannic Majesty’s fleet in the Mediterranean, to communicate to you, that he has authentic information of the French force in the Adriatic being intended for an invasion of the Republic of Ragusa; and Lord Keith further requires—that I will state to you, that he relies upon the wisdom of the Ragusan government interfering, in order to prevent any attack of the Turkish dominions by the port of Ragusa, being made serviceable to the French for that purpose: as, in that case, however disagreeable it may be to his lordship, he will be under the necessity of ordering the ships of Ragusa to be seized, and the port blockaded: I have therefore to hope, that the Senate will give orders upon this subject, as soon as possible.”

Previous to the date of this letter, some news respecting the

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French squadron, had, on the 2d, been received by Sir J. B. Warren, from the master of a vessel bound from Messina to the Morea; by whom he was also informed, that these ships had 5,000 troops on board. Captain Ball, of the *Alexander*, had also, on the 26th of May, seen four French line-of-battle ships, and five frigates, pass through the Faro of Messina. Their destination was imagined by Admiral Warren, to be Bengazi, or Derne, if Egypt were their object; but if otherwise, the Morea. On receiving this account, Sir John immediately proceeded in search of them, with the squadron under his command, and on the 14th of June, he arrived at Malta; when he immediately addressed a letter to General Pigot, that the ships might be victualled and watered with all possible despatch, and, as the squadron was perfectly healthy, Sir John added, with his accustomed zeal—"I request you, general, to give them *Pratique*, that not a moment may be lost in carrying the object of my orders into execution; and that is to put to sea after a detachment of the enemy, which I am informed may be expected to return to the coast of Italy."—As the service would, notwithstanding this, have been delayed, if he had waited for his squadron to be completed by their own boats, he directed Mr. Wilkie to hire craft for that purpose, and to procure proper vouchers for his satisfaction; sending, at the same time, an account of what had been ordered, to the Commissioners of the Victualling Office. Before he left Malta, in consequence of a letter from General Pigot, that some inhabitants of that island were in slavery, on board the Turkish ships; Sir John Warren applied to the Turkish commander, Tunbec Maamet, in consequence of which they were immediately released.

"Sir J. B. Warren, K.B. to the Commander-in-chief, dated Renown, Malta, June 17th, 1801.

"My Lord: I am sorry to inform you, that although I stood towards Corfu, Cephalonia, and Zante, after the information I had received of the sailing of the French squadron through the Straits of Messina; I was obliged to return here, as the ships of the squadron were reduced to only a week's provision.

"I must beg leave to state to your lordship, that the two Turkish ships of war came into this port with us; and during their being with the squadron, the officers commanding them have conducted themselves with the utmost zeal, and activity. I have supplied all their wants, and shewed

them every attention as allies of the British government, according to your lordship's wishes expressed to me, before my departure from Alexandria.—An event, however, arose, since the ships being here, which was an application from the general, at the request of a large body of the inhabitants; who were much agitated on obtaining information, that some Maltese were in slavery on board the Ottoman ships. As the affair might have been of serious consequence, I ventured to demand the men from the commanders of the above ships, especially, as they were only 15 in number, and British subjects. Although the captains were under the apprehensions of their not being fully authorized to give them up, yet I directed them so to do, relying upon his Highness the Pacha's known liberality of mind, through your lordship's explanation, to approve of this step, as a measure of amity between the two courts; and its being the means of conciliating the natives of Malta to the government of Great Britain, inducing them in future to act with friendship and good will towards any of the Imperial Ottoman ships that may visit this port, and putting an end to the former system that prevailed here. It, therefore, stands as a mark of generosity in our faithful allies, in releasing these men to our government; and I trust that no blame can attach to the Ottoman captains, in having acted according to my directions and solicitations; and that his highness, the Pacha, will pardon the liberty I have taken on this occasion, as the distance rendered any application to him, through your lordship, impossible. These men were given up from one ally to another, as an instance of good will, and accommodation, without any consideration, as an act of generosity from one government to the other."

*"General Pigot to Rear-admiral Sir J. B. Warren, K.B. dated la Valette,
June 16, 1801.*

"Sir: I beg leave to express to you my sense of the favour which has been done to this island, by the release of the Maltese slaves on board the Turkish men of war; in whose behalf I did myself the honour of requesting your interference yesterday. I flatter myself that the enmity, the natural consequence of continual warfare, which subsisted between the Turks and the former government of this island, will be no longer remembered; and I am satisfied that the liberty of these men, will be accepted as a boon of friendship by a grateful nation, who now look for protection to his Britannic Majesty, considering him as their lawful sovereign.

"I hope that you will be kind enough to express to the Turkish commanders, the high obligation which I conceive myself and the whole of the inhabitants of this island, to be under to them, for the very handsome manner in which they have restored these men to liberty and their native country. Permit me to request, that you will accept my best thanks for the interest you have been good enough to take in this business, and that you will be assured of the sincere and unanimous gratitude of the Maltese."

It must prove delightful to our readers, to peruse this instance

of that integrity and regard for liberty, with which the operations of the war have been uniformly carried on by our brave and humane countrymen. And what a contrast * does it afford to that systematic oppression and desire to enslave their fellow creatures, which the conduct of the French uniformly displays, both as it regards their allies and their enemies. Sir John Warren, however, did not yet think he had done his duty as a British naval officer, until by a letter to the Captain Pacha of Alexandria, he had still further secured the captains of the Turkish ships, from being involved in trouble by their humanity.—His letter to the Pacha thus concludes—

“ I have relied, Sir, upon the generosity of your mind, and the benevolence of your character, to forgive what I have done, as the distance made it impossible to wait for the return of an answer; and the inhabitants were in great distress on the occasion: It appeared also to me, that it might be the means of putting an end to the former system of war, which prevailed in this island; and it would certainly induce the Maltese to shew attention to every ship of his Imperial Majesty, that might put in here. If I have acted wrong, your highness will, I trust, excuse it, as it proceeded from a good motive; and if there be any fault, it must rest with me. I trust that your highness will see the delicate nature of the affair in question, and the reliance I have had on your goodness to sanction this act.”

(1801.) The attention of Admiral Warren, fixed as it was on the operations of the French throughout the line of coast he had more particularly in charge, and the probable destination of their fleet which had hitherto baffled the vigilance of our cruisers, was now also drawn towards the Island of Elba, by the representations he had received of its desperate situation from Mr. Grant, one of our agents there. And it behoves us to remind the reader, that the wise measures which Sir John, in consequence, adopted, though only third in command in the Mediterranean, were done without orders, and proceeded from the conviction in his own mind of the importance of Porto Ferrajo, as a port, and as a naval station: Owing to these measures, Buonaparte was baffled in his designs

* A glance at the first Volume of the Life of Lord Nelson, by Mr. Clarke and Mr. M'Arthur, (pages 288, 289) will display a striking contrast in the conduct of the French, during the year 1796; who were then in the constant habit of selling their Austrian prisoners to the Spaniards, as slaves doomed to work the rest of their wretched lives in the mines, in South America.

upon it, until his attempts were totally frustrated by the peace which took place.

(1801.) So far back as March 11, Captain Halsted, of the *Phoenix*, when lying off the Island of Elba, as one of Sir J. B. Warren's squadron, with the *Mermaid* (to which place he had sailed for the purpose of meeting with the *Caroline*, *Mutine*, and *Salamine* brigs) had sent to his admiral an account of the following events, which had then taken place in that island. An armistice had been agreed on between the French and Neapolitan generals, Murat and Count Damas. The governor of Longone had not only complied with the 5th article, which stipulated, *That all communication should cease between Porto Ferrajo, and Longone, as long as the English should occupy the former port* ; but had also endeavoured to persuade the governor of Porto Ferrajo to do the same. This officer, however, had resolved to act consistently with his former conduct, until he received instructions from his master, the Grand Duke of Tuscany ; and of course had declared, that he would resist the French if they attacked him.

As too many instances of firm resistance and patriotic devotion to the just cause, have been purposely concealed or perverted by the French ; it is particularly incumbent on us, to lay before the public, the letters which passed on this occasion, between De Lavillette, the governor of Leghorn, (to whom Murat sent his letter) and the answer that was returned by Carlo de Fisson, the noble governor of Porto Ferrajo, on receiving it.

"General De Lavillette's Letter, enclosing one from Murat, dated March 9th, 1801.

(Translation.)

"I transmit you the copy of a letter from General Murat, I received yesterday by the post ; which claims the attention of yourself, the auditor, vicar, and principals of the city, that you may thereupon form such wise resolutions as the case may demand.

"My advice is, that being abandoned by the Neapolitans, and the fate of Tuscany being decided, a military officer, with two deputies of the city, should be sent to Florence to implore an honourable capitulation ; and not expose the same to total ruin. And, requesting an immediate answer, I subscribe myself, &c."

Murat's letter to this traitor, after introducing the then French

vocabulary of *Liberty—Equality—Ventose—French Republic, &c.* was as follows:—

(Translation.)

“General: I well know the influence you have preserved over the minds of the inhabitants of Porto Ferrajo. My intention is to take possession of that place.

“I am willing in the interval to employ all the means of conciliation. I seek to avoid effusion of blood, and to lead back the wandering spirits. I have once before chosen you to convey to those rebellious inhabitants the words of peace and pardon. You * know the sentiments of moderation, and humanity, which now animate the French government; and there can be no person fitter than yourself, to be its interpreter to them.

“I shall wait the result of your proceedings before I act. This would be a signal service which you might render to that island and to me; and you will acquire more claims to the acknowledgment of my country. Receive the assurance of all my esteem.

(Signed)

“JOACHIM MURAT.”

The answer which the noble governor of Porto Ferrajo returned to De Lavillette, was worthy of an ally of Great Britain.

(Translation.

“General: I should act contrary to myself, and forget the zealous duties of an officer commanding a place fortified by nature and art, if, according to your advice, I were to send a deputation to the French commander, to obtain the honourable capitulation proposed to me.

“I am acquainted with the great experience of the French forces, and with the bravery of General Murat, who proposes his means of moderation, and afterwards proceeds to threaten me: but, above all, I am acquainted with the paths of honour, from which I will never depart.

“I before gave for answer, that without instructions from my sovereign and master, the Grand Duke of Tuscany, I could not permit any belligerent power to exercise the rights of sovereignty, which he holds in Elba.

“The people also subject to my government, wisely thinking, confirm my deliberations; and they will not listen to any other voice, nor obey any orders, but what shall be dictated by their Prince.”

(1801.) Captain Halsted, in sending the above interesting intelligence to Sir J. B. Warren, (who only waited for an opportunity to go to the support of Elba,) added—

“I have just returned (March 11) on board, from a conversation with the

* It was generally believed that Murat had sent a considerable bribe to this Italian.

governor of Porto Ferrajo, on the subject which he had requested in the morning, by sending a boat. He appears to be extremely well inclined towards the English, and has about 400 troops, not in the first order, but the place is remarkably strong, and possesses a very good harbour. He will receive any assistance from the English to resist the French, and could hold out in his present state for a month, but is in want of powder. A few English troops would render it almost impregnable: in consequence of which, and of the different turn which affairs have so suddenly taken in this country, I have told him, that I would continue here with the *Mérid*, and render him every assistance, until I received your further orders, or those of my superiors.—I have sent the *Mutine*, Captain Hoste, with this account, to whom I refer you for particulars, as being an active, intelligent officer. Reports from Leghorn say, that troops are about to embark for the purpose of attacking this place, but that they knew not two frigates were here."

In addition to this, Sir John Warren received the following later intelligence, which Mr. Grant, at Elba, had addressed to the commanding officer of H. M. ships at Malta, dated Porto Ferrajo, June 7th, 1801 :—

"After a very gallant defence for the last five weeks, General Mariotti, commander of the Republican troops acting against this place, two days ago proposed an armistice to Governor de Fisson. You will find in the enclosed paper, the conditions drawn up and delivered to the delegates, on the part of the governor. They were as humiliating as could well be offered to a proud enemy; and yet General Mariotti seemed disposed to accede to them, provided the governor would grant one preliminary article—*Not to receive into the garrison, during the armistice, any succours the English might send him.* The governor, in the first instance, wished to have Mr. Littledale's opinion and mine, upon the subject. Which we declined giving, as being too delicate a point for us to interfere in. Our voice must of course have been to reject the proposal: but we considered, that it would have been pledging ourselves still further, with the government and the people, for those succours, which we have now been looking five weeks for in vain, and which we have it not in our power to command.

"A council of war was held; and the officers to a man gave their vote *To receive the English whenever they might come.* The magistrates of the town were also called upon, and were equally decided in the same opinion. The negative being thus given to General Mariotti's proposal, the treaty was immediately broken off; and the enemy kept up a very brisk fire upon the town, from four different batteries, during last night. It has continued at intervals the whole day.

"The garrison and the people are in high spirits, resolved to hold out as long as they have a cartridge, and a bit of bread: but without assistance

they must ultimately fall. The *Badine*, corvette, has blockaded the port since the fleet left us, on the 16th ult. and has been of great hindrance to the arrival of supplies ; which Mr. Littledale and myself have been attempting to get from the Continent for the use of the place.

" You will find, enclosed for your information, copies of all the letters that have passed betwixt the Governor and the French generals, since my last : and it is worthy of remark, that, although in their official correspondence, they have uniformly claimed this place for the infant Duke of Parma, in virtue of the cession made of Tuscany and its dependencies, by the treaty of Luneville, General Mariotti confessed, *That Porto Ferrajo, and the whole island of Elba, were to be held by the French Republic !!*

" The French forces in this island, do not exceed 800 men : their present position before this place, is in a very unwholesome spot. The islanders are already heartily tired of their new masters ; and, we have had several messages from them, to inform us, that the moment the English appear, they will take up arms and attack the French camp. *Even one frigate* would be sufficient to give confidence to the people, by assuring them that the English mean to protect them : and, in the present state of the enemy's army, which according to every appearance is not likely to be increased, the whole island might be cleared in a few days.

" I request you will have the goodness to send back the present vessel as soon as possible, with such information and instructions as you may have it in your power to give ; that Mr. Littledale, and myself, may not continue to flatter the government and the islanders with succours, if our commanders have given up the idea of protecting them. In the mean time, we shall continue to advance such sums of money, and provide such supplies of ammunition and provisions, as we shall see indispensably necessary for the defence of the place. General Fox gave Captain Halsted power to advance as far as 1000*l.* per month, for three months, for the use of the garrison : that sum, however, was allowed, when there was no immediate idea of a siege ; and should we therefore find it necessary, we shall not allow the place to fall, if a few hundred pounds will save it."

(1801.) In consequence of this communication, Sir John Warren ventured, without any direct orders on the subject, to execute his former intentions, and to detach a vessel immediately with powder to Elba ; and he afterwards sent other stores, and three frigates, under Captain Halsted, to disembark marines, with proper officers to assist in a brave defence of the place, under the command of Captain Gordon, of the Engineers.

To these were afterwards associated Lieutenant-colonel Airey ; Captain Richardson, of the royal marines, as brigade major to Colonel Airey ; Lieutenant Fichat, of the same corps, as adjutant of the battalion ; and Lieutenant Lawrence, of the same corps, as

assistant engineer, with many others.—On the 17th of June, Sir John Warren returned the following answer, from Malta, to Mr. Grant, by the captain of the privateer:—

“ Sir: I received your letters of the 18th of May, and 7th of June, with their several enclosures, and have ordered the captain of the privateer a remuneration. I arrived here from sea three days ago, or you would have heard from me sooner.

“ I have also given orders to Captain Boughton, of the *Florentina*, to proceed to Elba, with a supply of powder, and to render every assistance in his power to the garrison; and I shall give similar orders to some other frigates, whenever they are ready. I should recommend your despatching an express to General Fox, and to Captain Dixon, the senior officer at Mahon; as reinforcements and supplies can be easier sent from thence, than this island, on account of the N. W. winds prevailing at this period. I shall endeavour to comply with the object of your letter, by every means in my power, and will be obliged to you to communicate the same to the governor; with my compliments and best wishes for his success, which he has so justly merited, in the honourable defence he has made of the post entrusted to his charge. You must be convinced of the impossibility of my entering into any further explanations by the present conveyance.”

(1801.) In consequence of the despatches, that had been found on board a French vessel which surrendered to the garrison of Malta, the following information was received respecting the operations of the enemy in the Mediterranean. It appeared, that the French government had fixed upon Tarento, as the port, whence small vessels with supplies might be sent to Egypt. The administrator of marine, Manan, informed General Menou, that Admiral Villeneuve was already gone to Tarento, with many officers and sailors, and that he himself was to proceed there in two or three days. This letter was dated May 8th; Manan added, that he promised himself more success at Tarento, than he had met with at Ancona.

In a letter which Mr. Foresti, our consul at Corfu, addressed to Sir John Warren, dated June 29, 1801; he also informed the admiral, that the French squadron, under Gantheaume, were reported to be at anchor at Messina, consisting of four sail of the line and two frigates, and two Neapolitan sail; and four frigates, that were in that port, had been taken possession of by them. Mr. Foresti added—

“ I shall not omit to inform the Russian consul, and the Cappi Bashi, of
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the orders you have received, not to molest any vessel belonging to Russia. *La Belle Helene*, a French vessel, bound from Ancona to Egypt, was lately cut out of Otranto by 13 men, in the barge of H. M. frigate *Champion*, (24 guns) under a very heavy fire of musketry and great guns. She was commanded by an *ensign de vaisseau*, and had on board 100,000 cartridges, 306 muskets, some iron, and other articles; with an *aid-de-camp*, other officers, and several physicians and artists; in all, 32 were on board her. Lord W. Stuart conducted the vessel hither, together with some others which he had detained, in pursuance of the orders of the commander-in-chief, concerning the Neapolitan ports. I was informed by Lord Stuart, that three Neapolitan frigates had arrived at Ancona, had hoisted French colours, and were preparing for sea in great haste."

"*Sir J. B. Warren, K. B. to the Commander-in-chief, dated Renown, at Sea, July 13, 1801.*

"My Lord: I have enclosed to your lordship, the copy of a letter I received from Mr. Foresti, his Majesty's consul at Corfu. I have ordered Captain Downman to take the three Swiss regiments arrived at Malta from Trieste, and the corps of Lamenstein to Egypt. I intend taking the *Greyhound* (Captain Ogle) with me towards Minorca, according to her former orders, and shall, for the present, station her towards Carthage, or Gibraltar, to attend the motions of the Spanish squadron at Cadiz, and the six ships fitting under French officers. And as your lordship will observe, that Admiral Dumanoir is appointed to command them, it is evidently for an expedition against Minorca, and also to take up the four line-of-battle ships ready for sea at Carthage; at which place, it is said, there are 10,000 French troops in readiness to embark. If that should not be their object, it is evidently to push for Egypt, and in great force. I shall, therefore, do all in my power, to have the ships under my orders, ready to proceed to join you, if that should be the case; and, if otherwise, to make the best stand in behalf of the Island of Minorca. But your lordship is aware, that the *Stately* and *Haerlem* are both incomplete in men; the latter must be hove down, and the former has no marines: however, there shall be no difficulties on my side, to employ the force with me in the most effective manner.

"I have enclosed a letter for General Menou, taken in a brig coming through the Faro of Messina, laden with shot and sabres from Barcelona to Egypt, which I have sent into Malta. Captain O'Brien, of the *Cameleon*, who conveyed her to that port, informs me, that a Mr. Cameron is arrived as a civil commissioner or governor for the island, and a Mr. Eaton, to superintend the Lazaretto, to the great joy of the inhabitants. As soon as I can arrange the charges of the ships at Mahon, I propose directing the *Florentina* to take Captain Ball to Malta, and afterwards to cruise off Tarentum, the mouth of the Adriatic, and the entrance of the Faro of Messina, repairing to Malta whenever she wants provisions or water. The three Turkish frigates, in consequence of my recommendation, have joined

Lord W. Stuart, and will cruise off Brindisi and Otranto. Captain Rogers, with the *Mutine* brig, will be off Ancona; and, as the French have 30,000 men, stationed according to the enclosed intelligence, many of whom we saw at Tarentum, entrenching themselves, I should hope the British and Turkish frigates may be enabled to cut off the enemy's supplies, and frustrate their enterprises against the Turkish dominions.

"I fear the ships under my direction, will not admit of having any thing detached towards Naples or Messina: as I observe, that great efforts will be made on that side, under Neapolitan colours, to throw in supplies to Egypt, as well as from Genoa and Leghorn, and the Spanish ports.

"I have three ports in which I must attend the enemy's motions, viz. Toulon, Carthageña, and Cadiz; yet the frigates * under my orders do not exceed eight, and it is necessary to have one or two with me. But as some smaller vessels have now come this way, I trust it will be in my power to send your lordship information of the enemy's movements more frequently than heretofore. I, however, wish that some frigates were off Cadiz, to precede the enemy should they move this way; and which I suppose they will do, whenever the war with Portugal is finished, as your lordship will perceive by the French consul's letter to General Menou. I trust your lordship will approve of the measures I have taken on this occasion."

Notwithstanding the variety of important objects which Sir J. Warren had already to attend to, he now determined to visit the island of Elba, and to receive a report of its situation from the officers, and other persons who were there. Minorca was at that time expected to be attacked, and had long been threatened. Captain Dixon, who commanded at Mahon, on the 15th of April, had informed Lord Keith, that an attempt on that island might be expected early in the summer. At Majorca, there were 30 gun-boats, two mortar-boats, and 15,000 troops, besides a French regiment complete. The French consul at Barcelona had taken up 100 sail of vessels, and at Nice many others were reported to be getting ready.

(1801.) The expected arrival of Sir James Saumarez, however, in some measure relieved the anxiety of Sir J. B. Warren respecting Minorca; who had already, with a mind bowed down by the death of his only and gallant son in Egypt, been on service in the Morea, Corfu, and the Adriatic. He, in the next place, as he

* It is again a subject of regret to observe, how constantly a want of frigates paralyzes the operations and vigilance of our fleets; and it is to be feared that their increase does not keep pace with the augmentation of our naval force.

informed General Fox on the 1st of August, when the *Renown* arrived off Porto Ferrajo, employed himself in arranging every possible means, for the farther protection of the Island of Elba, which his vigilance had hitherto preserved.

"I am happy," said he, in writing on the same day to the governor, "that it has been in my power to be of any use to an officer, who has behaved with such distinguished fidelity to his sovereign; and to the brave troops under his command. I shall take some other opportunity, to endeavour to pay my respects to your excellency, as I propose visiting the Isle of Elba as frequently as possible. I have left a squadron * of large frigates for its defence, and to co-operate in any sortie, or attack, your excellency may deem necessary; as well as to prevent any supplies being sent to the enemy from the Continent: and the commanding officer of this squadron will pay strict attention to your excellency's wishes. I take the opportunity of recommending to your acquaintance and protection, the commanding officer of the troops in the British service, who is an officer of merit."

Sir John Warren, also, on the next day, (August 2) sent the following letter to Captain Gordon, commander-in-chief of the British troops at Elba:—

"I have received your letter of this day's date, respecting the state of the garrison of Porto Ferrajo, and the Island of Elba; in which you mention the wants of the Tuscan troops in clothing, pay, and every necessary: I believe it may be in my power to assure you, that they shall be paid as other troops, until the determination of General Fox, and Lord Keith, is known upon the subject of taking them into British pay, and supplying them with necessaries: and I shall use every exertion in my power to induce the general to put them on the same footing as other corps in the British service.

"With respect to the request contained in your letter, requiring the co-operation of the squadron, to assist in landing marines for an attack upon

* Sir John's order to Captain Halsted, of the *Phoenix*, to take also under his command, the *Pearl* and *la Pomone*, was dated off Elba, August 1, 1801. Captain Halsted was therein directed to assist the governor in any sorties or annoyance of the enemy, and to cut off all supplies from the French troops then on the island, either in men or ammunition. He was for this purpose directed, to be very attentive to Porto Longone, and the Piombino passage: and if the governor should signify his inability to make a longer defence, Captain Halsted, in that case, was to receive on board the troops in British pay, and any merchants and inhabitants, and to proceed with them to Minorca. He was also to take care to keep a frigate occasionally reconnoitring Toulon, and to communicate any intelligence of the enemy's motions to Sir John Warren, or the senior officer; and he was likewise to keep a watchful eye upon Leghorn, and any vessel going along shore with supplies from Genoa.

the enemy, and remaining here three or four days; I beg leave to inform you, that it is not in my power to comply with it; as I am obliged to proceed immediately and join Sir James Saumarez,* who has had an action with the enemy, and has written to me upon the subject: I have, however, left three large frigates for the protection of this island; and Captain Halsted, who commands them, has my direction to cut off the enemy's supplies, and to assist you in any military operation, on which you may think he can be of use."

In addition to the documents referred to in our 6th Volume, illustrative of Sir James Saumarez's splendid exertions and success; we have now to subjoin some remarks that were made, in regard to his gallant conduct in the Bay of Algeiras, by a Spaniard, who was one of the many spectators that witnessed the animating sight from the shore, dated Algeiras, July 4th, 1801. The account, as coming from an enemy, is curious, notwithstanding some of its inaccuracies, which evince a strong prepossession in favour of the French:—

"July 4. Three French ships of the line, under the orders of Rear-admiral Linois, anchored in the bay this day. A French frigate, of 40 guns, had been there since the first instant.

6th. The tower made the signal for six ships of the line, (English) which appeared at eight in the morning, between the point of Cabarita and Europa, steering for the road where the French ships were at anchor, and which were preparing for action, as well as the forts† on Isle Berte and the Main.—At half-past eight, the three French ships (the *Formidable*, the *Indomptable*, the *Desaix*, and a large frigate) began to fire on the headmost of the English, and the others as they approached, which was returned. They remained engaged for an hour and a half, within half gun-shot: the result of which was, one of the English ships was very much cut up in her sails and rigging; another, that was coming between her and the land, to her support, got on shore near one of the French ships.

"At eleven, the English ship remained on shore exposed to a severe fire from the batteries, and from a French ship; but nevertheless defended herself bravely: her main-mast was shot away, and she appeared other-

* See NAV. CHRON. Vol. VI. (biographical memoir of Sir James Saumarez) p. 109; Gazette Letters, p. 146, and 148; Ode on Sir James's victory, p. 141.—Captain Ferris' narrative of the loss of the *Hannibal*, p. 244; French account, p. 64.—Farther particulars relative to the action, and the Spanish account, (Vol. VI. p. 194.) Thanks of both Houses, *ibid.* Vol. p. 410.

† The French ships that were warped aground, in order to serve as batteries, had, besides their complement, 3000 troops on board; a considerable number of which were landed, and placed in the forts, and the swarms of the enemy's gun-boats.

wise much damaged. Another English ship, which had been much disabled, retired, and was towed away by several boats towards Gibraltar. The other four tacked, in order to engage the two ships that were firing severely at the one on shore, the shot from which did much damage to that part of the town where they were directed. At noon, the action continued with great obstinacy, the ship on shore still defending herself. The four others tacked, and were warmly engaged with *Isle Berte*, and two of the French ships: the boats continuing to tow towards Gibraltar the other English ship which had retreated.

"Half past twelve, the action continued as before; but the tide having fallen, it was impossible for the English ship to get off, yet she still kept firing. At three quarters past twelve, the ship on shore struck her colours, and boats from the French admiral took possession of her, and hoisted the English colours, Union downwards. At one, the firing continued from four of the English ships, but feebly, against *Isle Berte*, and one of the French ships. The ship, which had been towed by the boats, anchored in Gibraltar, and the boats returned to the assistance of the other ships.

"Half-past one, the action ceased on both sides; the English standing towards Europa-Point; their admiral making many signals. The damage done in the bay, was five Spanish vessels sunk, two Danish brigs sunk, one schooner, laden with sugar, and one polacre, that had been taken by the French.

"Half-past two, the English admiral is towed by seven boats. One of the others has her foremast gone, and is, as well as the rest, much damaged. The English prisoners, and French wounded, are landed. The main and fore-masts of the French admiral are gone, another has lost his fore-mast. We know nothing yet of the killed and wounded.

"At three, the English admiral anchored, as did another ship, at Gibraltar; the other three, which suffered least, cruise in the bay. Half-past three, another English ship anchored at Gibraltar; one only remains under weigh with a gun-boat, and two small vessels: fifteen boats came with them; we suppose to take the wounded on shore; 300 * were killed in the English ship taken.

At five, the last English ship anchored, and the wounded are landed from the French ships. At half-past seven, the English boats, with their crews, came of themselves for the wounded, and they were detained as prisoners of war, to the amount of 200. The English ship is called the *Hannibal*, of 74 guns, of 36 and 24-pounders; her lower deck is in a state to fire upon the English, should they return in the night. Three hundred and twenty † of the English killed, have been hove overboard, the wounded have been landed. The first English ship which retreated, was put in the Mole because she was sinking. On the 7th instant, the night passed without any thing material. The French troops were landed, and placed in garrison, in the forts on the island of St. James, St. Gareix, and *Almirante*.

* The *Hannibal* had 75 killed; her total of killed and wounded was 143.

† The total amount of killed, wounded, and missing, was 375.

An English flag of truce came about 9 o'clock this day, from Gibraltar, with despatches from their admiral; but nothing has transpired respecting them.—It is now 10 at night, and nothing new."

(1801.) We now return to Sir John Warren; who, on the 13th of August, sent the following letter to Lord Keith, dated Renown, Mahon, August 13 :—

" My Lord : I have received your letter of the 19th of May, with its enclosure from Captain Dixon, of the *Genereux*, respecting the apprehended designs of the enemy against the Island of Minorca; and, in obedience to your lordship's commands, signified therein, I shall pay strict attention to the island, and keep up a regular correspondence with General Fox; and shall endeavour to intercept all the supplies destined from Barcelona to Majorca.

" I have taken the liberty of enclosing to your lordship, the copy of a letter* I received from Captain Halsted, giving an account of the capture of *la Carrere*, French frigate, by H.M.S. *la Pomone*, on the 3d instant; and, from the strong terms in which Captain Halsted speaks of Lieutenant Lloyd, first of the *Pomone*, I beg leave to recommend him to your lordship's protection."

(1801.) On the 5th of August, Captain Halsted sent his admiral an account of another capture, dated from off Elba, which did not appear in the Gazette :—

" I have great satisfaction in acquainting you, that upon receiving intelligence this afternoon, that two of the *Carrere's* convoy were in the neighbourhood, I went there with the *Phoenix* and *Pearl*; sent their boats, and took possession of them, without any accident: one of them is a French national vessel, mounting two guns, and four swivels, with 35 men: all of them, except the lieutenant who commands her, made their escape. Their lading is powder, mortars, shot, shells, and other ordnance stores, intended for Longone."

In another letter, dated August 7th, Captain Halsted added :—

" The French appear to be determined about Elba, by their sending such a stock of ammunition and provisions. *La Carrere*, I find, has on board near 300 barrels of powder intended for Longone. I am fearful one vessel with powder has got into Longone."

*" From the same to the same, dated Phoenix, off Porto Ferrajo,
August 16, 1801.*

" Sir: I beg leave to inform you, that, since my letter by *la Pomone*, it has been deemed absolutely necessary to draw for 10,000*l.* on the Lords Com-

* NAV. CHRON. Vol. VI. p. 406.

missioners of the Treasury, to enable Porto Ferrajo to hold out against the efforts of the enemy: the said money is for the cloathing of the troops, who are bare, and for supplying the fortress with provisions, which are getting very low. It was necessary something should be done, and although very much against my wish, having any thing to do in such matters, there was no alternative: I hope no difficulties may arise in consequence. I shall do all in my power towards its being laid out to the greatest advantage, and only where necessity points out.

“ Notwithstanding the addition of Swiss troops, we are still as you left us; and, in my opinion, unless some English troops are sent to this place, the inhabitants will not run the risk of rising in favour of our present force: but if troops were sent, to the number of 500, it would give confidence to them, and I verily believe all of them, to a man, would declare in our favour, and act accordingly. The French, in that case, must retreat to Longone; when its blockade would easily be effected, as no supplies could get to them by any other channel. I shall not even presume to think of what might be done for us from Mahon, because it would have but little weight: but, if that island be not in a state of danger, and this place is thought of any consequence, it might be in the power of the lieutenant-governor to send some assistance. The number I have alluded to will be sufficient, according to the present state of the enemy, whose force does not exceed 1,400 men, and those very much scattered about the island. The enemy being in possession of so many points of the island, makes it almost impossible to prevent supplies reaching them. I have anchored off Piombino, and our boats have been out all night when the weather would permit. The Pearl has detained a large Greek ship, laden with corn, said to be bound to Lisbon, but certainly for Genoa; which I have sent into Porto Ferrajo for the use of the garrison, and have no doubt but her cargo will be condemned. Our boats have also taken two Genoese settees, laden with iron, paper, and rags, with 926 dollars on board.—I fear, unless troops are sent, this is likely to be a tedious business.”

“ *General Fox, Governor of Minorca, to Admiral Sir J. B. Warren, K.B. dated Mahon, August 27, 1801.*

“ Sir: I am honoured with your letter of this day's date. As I had the honour of explaining to you before, the sending of a British soldier from under my command, to the Island of Elba, must be quite out of the question, until I receive orders from his Majesty's ministers for that purpose. With regard to the sending the shells, I must make some further inquiry, how they can be spared from what may be necessary to the defence of this island, in case of an attack; and I shall do myself the honour of communicating it to you to-morrow morning. I have the honour to be, &c.

(Signed) “ H. E. FOX.”

(1801.) In enclosing Captain Gordon's letter to the commander-in-chief, Sir John Warren added (Mahon, August 20.)—

“ I conceive, that, as 2000 troops, upon the same establishment as have

been risen at Malta, can be procured at Elba, if pay and cloathing be allowed them; the enemy might thus be easily driven into Port Longone; or, if that could not be done, that the Maltese corps might be induced to volunteer an expedition for the above-mentioned purpose. No time ought to be lost in sending 6 or 700 regular troops, and in making known to the inhabitants, the determination of the British government, that they may be assembled in a mass, in order to frustrate the designs of the enemy; who have collected 3000 troops for the reduction of Elba, and have cantoned them at Piombino, and the adjacent islands; until an opportunity presents itself for conveying them to different points of the Island of Elba."

On the 26th of August, when writing again to the commander-in-chief, Sir John mentioned the 200 Swiss troops from Malta, which General Pigot had sent on board the Pearl for Elba, during the preceding month; and the admiral noticed his late visit to that island, and their being then landed there.—

"On my progress," added he, "through the Piombino passage, two sail of the enemy were discovered, to which I gave chase; but, as they were considerably a-head, steering directly for Leghorn, it was impossible to come up with them, and they escaped into the harbour. I understand the enemy's frigates were the *Bravure*, of 44 guns, and *Success*, of 32."

(1801.) It was the opinion of Sir John Warren, that the situation of Porto Ferrajo was excellent, as a port for the British ships, or as a port whence any attack might be made upon the coast of Italy, if the war in that country should be again revived. This opinion of his, (as he had observed when writing to General Fox, August 20) was supported in every public order received from the Admiralty for some time past; which pointed it out as of great utility to his Majesty's ships and squadrons, on the coast of Italy. The Tuscan troops had long bravely defended the place without pay, as their own government had not the means of conveying it to them. In spite of every privation, they had hitherto, under the auspices of Sir John Warren, supported their sovereign's right and flag, although besieged by a superior force of the enemy. The admiral had urged the propriety to General Fox, of placing any corps of volunteer troops there, such as the Maltese battalion, under that excellent officer, as he justly styled, Major Weir; in conjunction with the inhabitants, the garrison, and the Swiss belonging to General Pigott.—"This," concluded Admiral Warren (in the above letter) "would insure success, and the preservation

of the Port of Ferrajo to his Majesty's ships; and be the means of securing the commercial interest there, and keeping a post from the French, by which they could invade any part of Italy in 24 hours; and delivering a suffering, brave, and faithful people, from the baneful influence of their enemies."—His attention was, therefore, principally exerted, between the raising of the siege of Elba, and watching the motions of Gantheaume's squadron; who had captured the *Swiftsure*, Captain Hallowell;* and had conveyed her in safety to Toulon.

(1801.) Sir John Warren had now the satisfaction of hearing, that one considerable object he had in view, in regard to raising the siege of Elba, had been accomplished, in destroying the remainder of the squadron, which the enemy had stationed off that island. This intelligence was conveyed to him by Captain Halsted,† September 2, when off Vada, near Leghorn. That officer, having been joined by Captain G. Cockburn, in the *Mimnerve*, succeeded in re-capturing the *Success*, commanded by M. Britel, and in driving *la Bravure*,‡ another frigate, of 44 guns,

* Captain Hallowell's official account is inserted, (N. C. Vol. VI. page 503.) We wish some of our professional friends would favour us with a memoir of this officer. The manner in which he so long defended the *Swiftsure* against a squadron of the French, was a most splendid event; and, in point of gallantry and skill, has hardly been surpassed. The enemy's great superiority, also, in point of sailing, gave them every advantage of position.

† See Captain Halsted's excellent letter, Vol. VI. p. 407.

‡ She had been built (according to the report of the officers in the naval arsenal at Mahon) six years; and, from documents on board her, at Venice; the timbers of her body, ceiling in hold, clamps and beams of lower, main, fore-castle, and quarter-decks, together with the binding pieces fore and aft, for lower, quarter, and fore-castle decks, in lieu of knees, were of sound oak; as were also the knees of main-deck oak, and well secured.

| | | |
|---|-----|-----|
| Length of lower deck, from aft part of rabbit of stem, to fore part rabbit of post, at height of wing transom | 116 | 8 |
| Length from foreside of stem to the back part of main-post, at height of wing transom | 150 | 10 |
| Keel for tonnage | 122 | 3½ |
| Breadth extreme, from out to out, in midships, to a 3½ inch plank | 39 | 5½ |
| Depth in hold | 12 | 9 |
| Burthen in tons, 1,012 | 72 | 90. |

Number of Ports on each side:

| | |
|----------------------|----|
| On main-deck..... | 14 |
| On quarter-deck..... | 6 |
| On fore-castle | 2 |

on shore, commanded by M. Dordelin. The captain, and several of his officers, were made prisoners by the *Minerve's* boats.

"I feel much indebted," said Captain Halsted, "to Captains Cockburn and Gower, for their zeal and activity; as the taking and destroying of these two ships, complete the demolition of the squadron of French frigates (in less than a month) which had been employed in the blockade of Porto Ferrajo.—*Captain Cockburn speaks in the handsomest manner of Mr. Kelly, his first lieutenant, as well as of the rest of his officers and ship's company, on this occasion.*"*

He had also the satisfaction of hearing of other captures made by Captain Charles Ogle,† of the *Greyhound*; which intelligence was conveyed from Port Mahon, to Captain Berkeley, of the *Genereux*, August 29th, 1801:—

"Sir: I have the honour to acquaint you, that H.M.S. under my command, captured, on the 11th instant, off the point of Jofa, a Genoese polacca privateer, mounting ten guns, four and six-pounders; the crew having abandoned her on our approach. Also, on the evening of the 18th following, I discovered a Spanish polacca ship, at anchor in the Bay of Capri, protected by a port, presenting five large guns towards the sea. The wind favouring, the *Greyhound* was quickly anchored by the stern, within grape-shot of the fort, and continued to keep up a well-directed fire on it, while the boats, under the command of Lieutenant Belchin, boarded the Polacca in a most spirited manner, and succeeded in bringing her out in about half an hour; though she was secured to the shore, and not forty yards distant from the flag-staff; but, I am sorry to add, with the loss of Mr. Farquhar, midshipman; one marine killed, and two seamen wounded. The Spanish polacca mounts two long four-pounders, besides swivels.‡

(1801.) On the 21st of August, Sir John Warren sent word to Captain Halsted, that Governor Fox had detached Colonel Airey to the management of affairs at Elba, and had promised to endeavour that every thing should be satisfactorily arranged. He also informed Colonel Gordon, that cloathing for the troops at Elba had been forwarded by the *Pomone*; "and, *I trust*," said the indefatigable admiral, "*that my endeavours to save the island will have the desired effect.* I request you will mention the contents hereof to his excellency the governor."

* The passage in italics, did not appear in the printed official letter.

† The son of Admiral Sir Chaloner Ogle.

‡ This, and other captures, made by the *Greyhound*, were officially announced in the *Gazette*, (Vol. VI. p. 415, 416), but the Letters on Service, respecting them, were omitted.

On the 12th of the ensuing month. (September) General Fox, in congratulating Sir J. B. Warren on the retaking of the Success, and driving the Bravure on shore, added, from Mahon :—

“ I send to Colonel Airey, by the Delight, such a proportion of the stores he requires, as the smallness of the vessel will admit of. . . . Upon my arrival at Malta, I will take every step in my power to give Lieutenant-colonel Airey further assistance.”

“ *Lieutenant-colonel George Airey, to Admiral Sir J. B. Warren, dated Porto Ferrajo, September 11.*

Sir: I beg leave to inform you, that, in consequence of the information I have received, I am of opinion, that, with the assistance of the marines of the fleet, and a body of seamen, we might make an attack upon some of the enemy's batteries with advantage and effect; and, at all events, get more accurate knowledge of their force and position, than we are, at present, possessed of.”

According to the Renown's log—

“ Sunday, September 13, 1801, at 2 P.M. standing off and on, with the squadron, under Porto Ferrajo. Ordered the Dragon and Genereux to make a false attack upon Marciana, at day-light, and the Renown to attack the enemy's camp at the same time. At $\frac{1}{2}$ past seven, A.M. on the 14th, all the boats of the squadron, manned and armed, rendezvoused on board the Renown, and received 449 marines, and 240 seamen, to be landed at Porto Ferrajo, under the orders of Captain White, of the Renown; and then to be placed under the command of Captain Long, of the Vincejo. At day-light the firing commenced from the ships and garrison of Porto Ferrajo, upon the enemy, who were closely engaged with our troops. The Dragon* engaged with a round tower, mounted with four guns, and very much defended by the enemy.—At 10, perceiving the firing had ceased on shore, sent the jolly boat to tow the Vincejo into the harbour, to re-embark all the seamen and marines: at noon, they returned on board their respective ships, having destroyed three of the enemy's batteries, and spiked the cannon, taking also a considerable quantity of gunpowder.

“ On the 18th of September, sent a flag of truce to the French general, to effect an exchange of prisoners, which request was not complied with.

“ On the 30th of September, sent five marines from each ship of the squadron, to strengthen the garrison of Porto Ferrajo; and ordered the provisions of the garrison to be completed to six months, from the ships of war.”

* The Dragon, Captain Aylmer, had, on the 12th of September, received orders from Sir John, to take the Genereux, and to cannonade this tower, by way of a false attack; but to be careful not to injure the fishing vessels, or the town.

" From Lieutenant-colonel Airey, to his Excellency General Fox, at Minorca, Porto Ferrojo, September 16, 1801.

" Sir : I have the honour to inform you, that, since my last despatch, we could observe the enemy busily employed in strengthening their works and batteries round this place, and especially towards the church of the Annunciation, and English fort; where we found they had thrown up some additional works, and masked all the embrasures, by filling them with fascines.

" Sir John Warren, with his squadron, arrived here upon the 12th instant; and, from all the intelligence I had received, I thought, with the assistance of the marines* of the fleet, and a party of seamen, an attack from the garrison might be attended with good effects; that we might at least destroy the batteries which shut up the port, and, by bringing their force into the field, be able to ascertain how far the accounts we had received of their numbers, might be depended upon.—The admiral acceded to my representation; and, on the morning of the 14th instant, with the concurrence of the governor, a little before day-light, a landing was made by two separate divisions, amounting in the whole to about 1000 men, including Tuscans, peasants, pioneers, &c.: at the same time that a reserve was left in the garrison, under the command of Lieutenant-colonel de Bercy, to make a sortie from the gate, if found practicable, and to co-operate with the main body, in seizing the works in front of the Falcone.

" The landings were made with success, and the batteries round the bay were destroyed; but finding our force not sufficient to complete the whole business, we re-embarked our troops, with comparatively little loss,† having destroyed the batteries of Penta Pina, the Grottoirs and Giovanni, with a great quantity of powder and ammunition; and bringing off into the garrison 150 barrels of powder. We also brought off with us 55 prisoners, including three captains, and two subalterns.

* The detachment of marines were landed under the orders of Brevet Major Richardson, with 60 rounds of ball cartridges, and two days provisions. The launches were ordered with their slides and carronades fixed, and a proportion of ammunition, with a lieutenant in each launch. Captain Long, who fell so gloriously, had 40 seamen under his command, trained to small arms, with a regular proportion of midshipmen. A false attack was made by the Gibraltar, on the enemy's camp. The Vincejo sloop, Captain Long, was ordered to follow.

† Return of killed, wounded, and missing, of the military force in the attack on the enemy's batteries in the Island of Elba on the 14th instant.—KILLED; of the Swiss corps, 5; of the Tuscans, 12—Total, 17.—WOUNDED; of the Swiss corps, 14; of the Tuscans, 9—Total, 23.—MISSING; of De Bercy's corps, 3; of the Swiss, 11; of the Tuscans, 14—Total, 28. The naval return was as follows:—1 officer killed, 1 officer wounded, 1 officer of marines missing. 2 seamen killed, 17 seamen wounded; 12 seamen missing. 12 marines killed, 20 marines wounded, 64 marines missing. Grand total—15 killed, 38 wounded, 77 missing.

"I am sorry to say, the accounts they give of their numbers, by no means agree with the information we had received. They all concur in stating their strength at 1,500 men in the field, besides 4 or 500 sick; and I am afraid their statement may be more correct than our intelligence."

"Lieutenant-colonel G. Airey, to Sir J. B. Warren, K.B. dated Porto Ferrajo, September 16, 1801.

"Sir: May I take the liberty of requesting you to express to the officers, seamen, and marines, employed in the attack of the enemy's batteries, on the 14th instant, the grateful sense I have of their determined zeal and co-operation on that day.—I should also feel wanting, if I did not express to you, how much I feel indebted to Captain White, for his arrangement in embarking, and his great activity in re-embarking, the troops, under the enemy's fire.

"I have only to regret the loss of so gallant an officer as Captain Long, of the Vincejo, and the other brave men, who fell in the course of the day."

"Admiral Sir J. B. Warren, K.B. to the Right Hon. Admiral Lord Keith, dated off Elba, September 17, 1801.

"My Lord: I beg leave to inform your lordship, that, in consequence of the applications made to me by the governor of Elba, and from Colonel Airey, commanding the forces of the garrison, I made reference to your lordship's letter of the 7th of July; which states, that the island should not be suffered to fall a prey to the enemy, for want of aid from us: I thought proper, therefore, to comply with the solicitations of the above officers, and forward the marines of the squadron, consisting of 449 men and officers, into a battalion, and strengthened them by the addition of 240 seamen, under the direction of Captain Long, of the Vincejo, to follow the orders of Lieutenant-colonel Airey, the commander-in-chief of the troops in the British service at this place; who proposed making a sortie with Captain Long's battalion, and the Swiss royal emigrants, and Tuscan troops of the garrison, for the purpose of destroying the enemy's batteries on the opposite side of the bay, and to obtain information of their force and situation.

"The whole were, therefore, embarked, at three A.M. on the 14th, and landed, before day-break, without loss, by the boats of the squadron, with those of the town, and privateers, under the direction of Captain White, of this ship, who performed this duty, as well as in re-embarking them, with the utmost zeal and good conduct,* and is entitled to my warmest thanks on the occasion.

"The combined force succeeded in the object they were intended to fulfil, as your lordship will perceive in the letter from the commander-in-chief, Colonel Airey, to General Fox; in destroying the batteries and

* It is extraordinary that this, and the other official letters in this biographical memoir, containing a detail of naval operations of importance, and praising officers who had been wounded, and had fallen in the service, should never have appeared in the Gazette.

obtaining a large supply of powder from the enemy : and I refer your lordship to the above letter, for the military relation of the particulars of this enterprise, which, although carried on with great gallantry and success, has been attended with some loss on our side. And I have to regret that valuable and brave officer, Captain Long, who, I understand, fell, in the act of leading on his men, to storm a narrow bridge, near to the enemy's principal batteries and camp. I trust, his meritorious conduct will recommend his family to the protection of the Lords Commissioners of the Admiralty, through your lordship's recommendation.—I am much indebted to the brave and gallant exertions of the seamen and marines upon this service, as well as to all the officers employed ; and, amongst them, to Lieutenant Campbell, of the marines, belonging to la Pomone, whose gallantry in charging the enemy's superior force is entitled to my praise : as well as Captain Richardson, of this ship, who acted as major of brigade to the commander-in-chief, throughout this service, with much credit to himself, and the satisfaction of Colonel Airey."

" General Fox, to Admiral Sir J. B. Warren, dated Malta, October 7, 1801.

" Dear Sir : I am honoured with your letter of the 23d ult. and am extremely happy to find, that the troops, under the command of Lieutenant-colonel Airey, and the detachment from the shipping, have so far succeeded in the attack of the 14th, as stated by Lieutenant-colonel Airey, in his letter of the 16th. But, I lament, that, from unforeseen circumstances, they could not follow up their success to your and his wishes. I most sincerely regret the loss of Captain Long, and the gallant seamen and troops who fell in that action. By every account it appears, that the enemy are in greater force at Elba than has been hitherto represented, and that it is an object they are by no means inclined to give up.

" From the very particular and minute instructions I have received, relative to the disposition of the troops in the Mediterranean, and the Island of Elba never having been mentioned in them, the sending such a force, as you mention, is totally out of my power : and, indeed, I must confess, I do not think I can, with propriety, from the nature of my instructions, send any British troops ; as, probably, upon their arriving, the French would reinforce their present numbers, which, I conceive, they can at all times do, to any amount, and which would render it necessary for us to do the same ; and, in the event, bring on a war in a quarter, probably not intended ; and, by which, I might commit government most unjustifiably on my part. About 200 of the Maltese corps, the whole who offered their services, sailed from hence on the 23d ult. the day previous to my arrival.

" I make no doubt, but, that Brigadier-general Broderick will, before this, if Captain Halsted has found them conveyance, have sent from Minorca all the supplies Colonel Airey required : they were ready to be put on board the Delight, if that vessel could have received them.—I must repeat, how firmly I rely upon the commanding officer of the navy at Elba,

taking the necessary steps to bring away Lieutenant-colonel Airey, and the troops in British pay, on the event of the fortress of Porto Ferrajo being about to capitulate, or fall into the hands of the enemy; according to the orders, when I had the pleasure of seeing you at Minorca, which you informed me you had given on that head; or, upon my recalling those troops, should imperious necessity require their assistance, to enable me to carry into execution his Majesty's commands towards other points."

"Admiral Sir J. B. Warren, K. B. to the respective Captains of his Squadron, employed off Elba, dated off that Island, September 17, 1801.*

"Sir: I beg that you will return my warmest thanks to the seamen and marines belonging to your ship, employed in the late sortie on shore; and to assure them of the high opinion I entertain of their gallant and zealous efforts, in attacking and destroying the enemy's batteries, and taking a large quantity of powder, with several prisoners, although opposed by a superior force. I shall not fail to represent their conduct to the commander-in-chief, who, I am persuaded, as well as their country in general, will entertain a grateful sense of their behaviour on that occasion. I have enclosed to you the thanks of the commander-in-chief of the troops, which I request you will communicate also to the officers, seamen, and marines, of H. M. S. under your command."

(1801.) The vindictive spirit of the enemy having been mortified, and fermented, by the late successful sortie of the garrison at Porto Ferrajo, they had recourse to their wonted practice of revenging themselves on the prisoners they had made; and this produced a remonstrance from the humane character of the British admiral.

"Sir J. B. Warren, K. B. to General Watrin, dated off Elba, September 17, 1801.

"General: I am informed by his excellency the governor of Porto Ferrajo, that you have refused to exchange the prisoners taken by your troops.

"I must request that you will take into your consideration, the situation of the English seamen, officers, and marines; and, as their commander, I have the honour of proposing to you an exchange, for an equal number of French soldiers or seamen.

"I make this proposal from motives of humanity alone; as I have ever treated the prisoners, who fell into my hands, with all the attention in my power, and have lately released several on their parole. I shall feel much pain in being obliged to send those in my possession either to England or Minorca, which must be the case, if ours are sent to the Continent.

* Consisting of Sir J. B. Warren's flag-ship, *Renown*, with the *Dragon*, *Gibraltar*, *Alexander*, *Genereux*, *Stately*, *la Pomone*, *Pearl*, and *Vincejo*.

"I take the liberty of requesting, that, as the Swiss troops are in the service of Great Britain, they may be exchanged also."

"From the same, to the same, dated off Elba, September 19, 1801.

"General: I have communicated to your two officers you did me the honour to send, that I had already exchanged your aid-de-camp, together with Captain Billard, and the officers of la Carrère, against Captain Hallowel, and the officers of the Swiftsure, and I make no doubt they are arrived at Toulon.

"You will oblige me, in allowing the officer of marines, and the garde de marine, who are your prisoners, to return, upon their parole, until they are exchanged; as I have already done to the captains of le Bravoure, and Success: I must request, that the officers and men of the Tuscan, Swiss, English, and other corps, in the service of Great Britain, are equally well treated and exchanged. I shall keep the prisoners taken by our troops, until you decide upon the subject; and they will be embarked, until you inform me ours can be returned."

(1801.) Admiral Warren only waited for the answer of this republican officer, to return to Toulon or Minorca: a subsequent letter, which he addressed to him, appears to prove, that General Watrin was insensible to the courtesy and humanity of our brave countryman. On the 21st of the same month, (September) Sir John addressed the following, to the brave and loyal governor of Porto Ferrajo:—

"Sir: I should have done myself the pleasure of paying my respects to your excellency, previous to my leaving the vicinity of Elba, if the weather, at this season, would have allowed me so to have done. I am under the necessity of proceeding off Toulon, and the other part of my station. I have sent a supply of military stores, provisions, and some marine troops to Colonel Airey; which is all the assistance, upon the present occasion, it is in my power to afford. I trust, however, General Fox will take into his consideration, the propriety of sending a larger force, to drive your insolent enemies off the Island of Elba: from the conversation which passed between Watrin's aid-de-camp, who brought a letter from him, and asked for the release of an officer of his staff, taken in the Carrère, I perceive they are very inimical to your excellency; a circumstance that will always prove honourable to you, Sir, and satisfactory to your sovereign, whose name they do not like to hear of. They seem, also, much hurt at the British auxiliaries, on board our squadron, being here; although they say they have sufficient troops to take Porto Ferrajo by force of arms,

"I most sincerely wish your excellency health, and the long enjoyment of that military renown, you have so faithfully and justly merited; and trust, that all the efforts of your proud adversaries will prove vain.—If at

any time I can be of service in the defence of Elba, I shall always be happy to receive your commands."

" To Colonel Airey, September 21, 1801.

" Dear Sir: I request you will send any letters in future for me, to Captain Gower, who will send them by the cutter; and I wish you to speak to Mr. Grant, to send one of Giovanni's privateers to Malta, with the accompanying letters, and to bring back any despatches that may be at that island for me; which you will send to Captain Gower, to be forwarded to the Renown, as I intend leaving this place. If, during my absence, General Watrin should send the marine officer, and midshipman, upon their parole, I shall be obliged to you in desiring Captain Gower to forward them by the cutter. I trust the general will be induced to make a complete exchange. I think it would be better, if Watrin does not make an exchange, that the prisoners should be embarked and sent to Mahon: and wishing you may not be attacked; or, if you are, that you may give your enemies a sufficient dose,

I am, with much esteem, dear Sir, &c. &c.

" J. B. WARREN."

Intelligence about the same time was received, that a body of 8000 men, with a nobleman at their head, had taken up arms in the province of Valencia; and, refusing to pay the feudal tythes, had disbanded the provincial militia, turned away the Custom-house officers from the city of Valencia, and would allow no duties whatever to be paid, except those that were due to the King. The French and Spanish armies were withdrawing from the frontiers of Portugal, and had marched eastward. English ships of all descriptions were excluded from going into the ports of Portugal, and some French individuals had been admitted into the Portuguese council. A letter* had also been received from Captain Rogers, of H. M. S. Mercury, by the commander-in-chief, with an account of the re-capture of the Bull Dog sloop, in which the gallantry of Lord W. Stuart was highly spoken of.

* Vol. VI. page 408. See also Captain Rogers' first letter respecting the Bull Dog, when off Ancona, May 26. (Ibid. Vol. p. 60.) Captain Rogers' boats, under his lieutenant, Mr. Mather, surprised and had carried the Bull Dog, about midnight, without being hailed by the sentinels. His prize had actually been got without reach of the batteries, which had soon opened a heavy fire, when it suddenly fell calm, and the currents setting her along the coast, they were obliged to relinquish her.

" Copy of a Letter from the General of Division, Watrin, to Citizen Bellville, Commissary-general of the Commercial Affairs of France, in Tuscany.

(Translation.)

" Head Quarters, Longona, September 15, 1801.

" The squadron of Admiral Warren, consisting of seven sail of the line, three frigates, and two brigs, landed yesterday, my dear commissary, about 3000 men, to the right of our camp. After an obstinate contest of six hours, we compelled them to re-embark, with the loss of 1,200 men, killed, drowned, and wounded. We made 200 English prisoners, and several officers, who shall be sent in a short time to Leghorn. Our batteries dismasted a frigate, and she would not have been saved, but for the assistance afforded by about 20 small boats. Seven gun-boats are sunk, and three were taken by our soldiers, who swam off to them.

" *This battle covers the troops of the republic with glory*; who, although sickly, and in want of almost every thing, were obliged to have recourse to their courage, to engage an enemy, at least double their number, and who were protected by a terrible fire from their own batteries.

" The English disembarked, at different points, a thousand men, who were covered by the fire of three ships of war. They also attacked Marciana; but the brave inhabitants, joined by several Frenchmen and Poles, obliged them to retire with loss.—Depend, my dear Commissary, on my sincere attachment.

(Signed)

" F. WATRIN,
" BELLVILLE."

On the 11th of October, Colonel Airey sent an account to Admiral Warren, of another attack which had been made on an intrenchment of the enemy, upon a peninsula or tongue of land, within 200 yards of our works. De Bercy's corps was appointed for this service, with a party of peasants, and the Maltese corps, under Major Weir, was directed to support and cover them. About 11 o'clock, they accordingly crossed the ditch, drove the enemy from the ground, and destroyed the work.

" The enemy," added Colonel Airey, " made two or three attempts to advance in force, but were completely kept in check by our grape shot from the batteries, which were admirably served. We had to lament one officer* killed, and three wounded. I was a good deal inclined to have kept possession of the ground; but, upon consideration of the weakness of our force, I thought it scarcely tenable, so close to the enemy's works. The enemy admit between 60 and 70 men killed and wounded, and three officers."

* Total, 6 killed, 18 wounded.

Admiral Sir J. B. Warren, K. B. to Captain Gower, of H. M. S. Pomone, dated Ronown, October 12, 1801.

"Sir: I have received your letter of the 9th instant, and approve of the measures you have taken respecting the blockade. I should hope that Mr. Grant will speak to Captain Giovanni, to use his influence with the privateers to attend to the Island of Elba, or to take away their commissions; especially, as the preliminaries of peace have been signed, as I am informed from the minister of war, in France, by a French officer who arrived here in a corvette expressly for that purpose; but, as no orders have, as yet, arrived from home, I should recommend you to be particularly alert and attentive to the enemy's motions. . . . Watrin has published a most impudent, lying account, of the attack on the batteries of Terrajo, making our loss amount to 1,200 men, and a frigate dismasted; which can have no other effect than to make him despised. . . . I wish you to signify my approbation and thanks to Lieutenant Sheppard, for his conduct, when covering the Pomone's boats, in cutting out the privateer near Longone, and that it is my intention to write to the commander-in-chief in his behalf."

"From the same, to his Excellency Governor de Fisson, Elba, October 23, 1801.

"Sir: I have received the letter your excellency did me the honour to write, and am happy to understand, that the enemy's generals, Watrin and Mariotti, have left the island of Elba; as it appears like a total abandonment of their hopes of success in besieging Porto Ferrajo; to which they have been induced by the bravery and gallantry of yourself and garrison.

"I think you will be relieved from the presence of the French; as, I believe, preliminary articles of peace have been signed between the negotiator, Otto, and our minister in London.—I was much surprised, in the arrival of a corvette the other day, under cartel colours, with despatches from General Barthier, the minister of war at Paris, as well as from the prefect maritime of Toulon, informing me of the event, and requesting I would communicate it to Malta and Alexandria, which I have done; the letters were civil, and professing friendship: but, as I have not as yet received any orders from my own government on this subject, I shall still continue to take their ships."

"Admiral Sir J. B. Warren, to the Commander-in-chief, Lord Keith, dated Maurice, Mahon, November 4, 1801.

"My Lord: The situation of my affairs, in England, renders it absolutely necessary for me to avail myself of your lordship's permission, to return home. I have, therefore, in consequence of your lordship's orders, hoisted my flag on board the Minerve this day; and I have left your lordship's letter for the Bey of Algiers, and his Majesty's consul, with Captain Aylmer, the senior officer of this port; to be forwarded by the first frigate

that might arrive..... And also my last orders to Captain Halsted, of the Phoenix, respecting the Island of Elba....."

The length to which we have carried this biographical memoir, from our wish now to complete it, and the press of various documents, will not allow us even to touch on Sir John Warren's other services. We trust, however, that we may be able, on some future occasion, to revert to this subject, and to record the valuable, and still later exertions, of this illustrious descendant from the ANTIENT EARLS OF WARREN.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CAPTAIN HOSTE.*

IT is well known, that this officer began his services in the navy, as a midshipman, in Lord Nelson's first line-of-battle ship, the *Agamemnon*. We select from Clarke and M'Arthur's *Life of his Lordship*, the following passages of his correspondence, relative to his young friend, all written while the latter was less than sixteen years of age :

To the Rev. Dixon Hoste, Feb. 14, 1794.—“ You cannot, my dear Sir, receive more pleasure in reading this letter, than I have in writing it, to say, that your son is every thing which his dearest friends can wish him to be ; and is a strong proof, that the greatest gallantry may lie under the most gentle behaviour. Two days ago it was necessary to take a small vessel from a number of people, who had got on shore to prevent us ; she was carried in a high style, and your good son was by my side.

May 3.—“ The little brushes we have lately had with the enemy, only serve to convince me of the truth of what I have already said, respecting him, (your son) and in his navigation, you will find him equally forward. He highly deserves every thing I can do to make him happy.”

Nov. 25, 1796.—“ I can only say, which will be enough for a letter, that I never have had cause to wish your good son, William, any thing but what

* For the particulars of Captain Hoste's late gallant action in the Adriatic, vide N. C. Vol. XXV. p. 423 and 429.

he is; but I have strongly recommended to him not to break any more limbs."

LIEUTENANT M'FARLANE.

SOMETIME since, Lieutenant M'Farlane, R.N. unfortunately a prisoner at Valenciennes, attempted to make his escape from thence, but was taken, and the following inhuman sentence passed on him: that his head should be shaved; after which, he was to be put in irons and closely confined for seven years. We understand the sentence was not carried into effect immediately: whether it has been, is impossible to determine.

MORRIS'S NEW LIFE-BOAT.

ON the afternoon of July 6, a number of persons assembled at Crawley's Wharf, Greenwich, to see the launch of a life-boat on a new construction. It was invented by a Mr. Morris, and appears very simple. It consists of four common-sized beer butts, which are laid lengthways, and two smaller at each end, which are lashed upright. These empty butts, fastened together in a frame, form the basis of the boat; on them are gratings, &c. and side-pieces, which form the gun-wale. The whole apparatus may be put together in 15 minutes, and is secured by means of wedges. It will carry 12 or 15 people at one time, and would be found of great utility, particularly in the merchant service.

IMPRESSMENT OF BRITISH SEAMEN, IN AMERICA.

THE following article is copied from one of the American newspapers, lately received. It proves, that, notwithstanding the hue and cry constantly raised against England, there are still some writers in America who view both sides of the question:—

"The impressment of sailors having American protections, from on board American vessels, by British men of war, having been, to paragraph politicians, a fruitful source of disquisition, while the public are kept in ignorance of the real merits of this (to Britain and America) most interesting subject, the following summary, but incontrovertible statement of a recent occurrence is offered, as one instance, among many, of the unjustifiable transactions, of a similar nature, that daily occur in the city of New York. And if occurring to such an alarming extent in New York, what must they not be presumed to be in the cities and sea-ports of the United States collectively? On the 25th of April last, the schooner, *l'Ant*, bound from Bourdeaux to the Isle of Bourbon, put into the harbour of New York. Among the crew of the said schooner, were two American seamen, namely, Thomas Kelly, carpenter, and James Cozin, seaman; and five British seamen, who, having for some years been prisoners of war in France, effected their escape from the place of their confinement, to Bourdeaux, where they passed and shipped as Danes on board *l'Ant*, the more effectually to facilitate their departure from France; but, their being British seamen effecting their escape, being discovered, on the passage hither, by the captain and others on board, immediately, on the arrival of

the schooner in the harbour of New York, they were thrown into prison, to wit, on the 26th of April, there to be kept, until the schooner should be ready to sail, in order to be taken back to France, with the two Americans before-named. The five British seamen, aware of the consequences of being taken back to France, and surrendered there, made two several affidavits of their being British subjects and seamen, one before D. T. Blake, Esq. commissioner for the Supreme Court of the State of New York; and the other before General Giles, of the Police Office of the City of New York, and prayed the protection of the British Consul. They also solicited the interposition of other gentlemen, who, actuated by motives of humanity, and indignant at so impudent an attempt to pervert the municipal regulations of the United States, to instruments of abhorred tyranny, interposed their exertions to prevent the taking of these unfortunate men back to France, as intended; and, finally, though with great trouble, procured their discharge from prison on the 26th of June last; they having been two months confined, and, in three days after, namely, on the 29th of June, three of the British seamen, namely, Jacob Dudds, Anthony Amphire, and Wm. Berry, shipped in a vessel, supposed to be the *Hercules*, bound to New Orleans, and thence to Europe, having had American protections procured for them by a most notorious crimp, whose name, and place of abode are well known; and, in four or five days after, William Hunt, *alias* Michael Laughlin, and Thomas Evans, shipped to go a voyage to Oporto, in the American brig, *Eliza*, protections having in like manner been provided for them by the unprincipled wretch above alluded to, and a certificate given by Colonel Barclay, British Consul in the district of New York, to Michael Laughlin aforesaid, of his having been a prisoner of war in France, and from thence effected his escape, to prevent his being treated as a deserter by any of the British men of war he might fall in with, was, by the above-stated manufacturer of American citizens, taken from Laughlin, and hawked about with every illiberal remark, as well as indignity and contempt, that a being, at once so despicable and dangerous to society, could make upon it, or offer to it."

MIRACULOUS ESCAPE OF THE ELPHINSTONE EAST INDIAMAN, IN THE
CHINA SEAS.

"*Hon. Company's Ship Elphinstone, at Sea, July 10, 1811,*
lat. 28° N. and long. 41° W.

"We sailed from Pulo Penang, September 4, 1810, and found our ship much stiffer than when we arrived there; having landed 380 casks of king's provisions, which were stowed upon the upper and gun decks, and, of course, a great weight aloft. The Ocean left Penang a few days before our arrival, drawing 25 feet 6 inches water. We were fortunate in making a very good passage through the Straits of Malacca, in company with our fleet, who were joined by the *Woodford* and *Alfred*, and had every expectation of making a safe passage to China; but, on the 26th and 27th of September, the weather indicated an approaching gale, and we prepared accordingly, by striking our top-gallant-yards and masts, and otherwise making the

ship snug, by spun lashing booms, &c. &c. ; the gale rather increased than otherwise, all the night of the 26th. During the night of the 27th, per log, the wind very strong and shifting ; fleet all lying to under storm-stay-sails ; at half-past three A.M. the gale came from the N.E. round to S.W. when we cuddled for two hours and a half ; at six A.M. from S.W. to S.E. in violent puffs, when we brought-to again under our stay-sails. At day-light, three ships in sight only, supposed to be the commodore's ship, the *Winchelsea*, *Arniston*, and *Alfred*, all lying-to under storm-stay-sails. Our ship laboured a good deal, but made very little water. At nine A.M. the wind being somewhat more moderate, it was proposed to bear up and scud for it, which was done, and we went right before the wind and sea about ten knots per hour, with nothing set but the fore stay-sail, when, unfortunately for us, the fore-stay-sail haul-yards broke, and the ship instantly broached-to in a tremendous manner ; and the high sea that had been following us, frightfully broke completely over us, and, at once, nearly filled the gun-deck ; when the well was sounded the quantity of water could not be ascertained, but it must be more than five feet. Our situation became now truly alarming, as the sea broke completely over us ; and, when we had partly succeeded in breaking up the moveables on the gun-deck, which were all afloat to and fro as the ship rolled—dreadful to relate, the large pumps would not work ; fifteen tons of block-tin stowed in the pump-well, had, by the violent motion of the ship, fetched way, and forced the tubes out of their places. For me to attempt describing the feelings of us all, at this melancholy crisis, is impossible ; the horror of momentary perdition may be conceived, but language cannot paint our agony of mind, nor had we scarcely time to reflect on our situation ; sent the carpenters down to see what could be done. By this time all was near a conclusion ; the ship had ceased rolling, the starboard lower yard arms under water, and the upper deck as high as our booms, completely covered ; the ship was water-logged, and evidently settling fast in the water ; no time was now to be lost, and but one remedy presented a hope of saving the ship and ourselves. We then hove the five starboard quarter-deck guns overboard, loosed the weather yard-arm of the fore-sail, which blew away directly ; and cut away the mizen-mast : but she lay completely quiet, when, as the last effort, we cut away the main-mast, and, in twenty minutes, succeeded in clearing the wreck, with receiving no further damage than knocking away the lower starboard quarter gallery, when she wore, and righted a little. By this time, our pumps were at work, but the water from the hold was not pumped out of the ship, our leather hoses being useless on account of the body of water on the gun-deck, which was over the guns. We then set to at two o'clock in the afternoon, September 28, 1810, with every thing we could get, and baled without a moment's intermission at all our hatchways, and the pumps going until one o'clock the following day, being twenty-three hours, without any refreshment, hard bailing and pumping : and very thankful we all were to see the morning's light, for that night's scene will never be forgotten by any of us. Our draft of water was 24 feet 9 inches. Four days after the gale we saw the land of China, and some of our fleet, but as they lay-to all the time, we were the only unfortunate sufferers."

ACCOUNT OF THE NUMBER OF SHIPS AND VESSELS COMPOSING HIS
MAJESTY'S NAVY, JULY 1, 1811.

| <i>Rates.</i> | <i>Guns.</i> | <i>No.</i> | | |
|-------------------------|------------------|------------|--|-----|
| 1st..... | 120 and 100..... | 12 | Armed vessels | 10 |
| 2d..... | 98—90..... | 19 | Tenders | 7 |
| 3d..... | 84—82..... | 3 | Cutters | 32 |
| ..... | 80..... | 13 | Schooners | 57 |
| ..... | 78 and 76..... | 3 | Luggers | 3 |
| ..... | 74..... | 151 | Hospital ships..... | 6 |
| ..... | 72..... | 1 | Prison ships | 5 |
| ..... | 64..... | 42 | Gun-brigs | 104 |
| 4th.... | 60..... | 1 | Yachts | 10 |
| ..... | 56 and 52 | 7 | Transports, receiving ships, hulks, &c. | 102 |
| ..... | 50..... | 12 | | |
| 5th.... | 44 and 40 | 17 | | |
| ..... | 38..... | 80 | | |
| ..... | 36..... | 67 | | |
| ..... | 34..... | 2 | | |
| ..... | 32..... | 56 | | |
| 6th.... | 28..... | 21 | | |
| ..... | 26 and 24..... | 6 | | |
| ..... | 22 | 15 | | |
| ..... | 20..... | 6 | | |
| Sloops..... | | 295 | | |
| Brigs..... | | 20 | | |
| Surveying vessels | | 3 | | |
| Advice boats | | 2 | | |
| Bombs..... | | 13 | | |
| Fireships | | 4 | | |
| Storeships | | 8 | | |

| <i>Rates.</i> | <i>Guns.</i> | <i>reparing.</i> | <i>Ordered.</i> |
|---|--------------|------------------|-----------------|
| 1st | 120 | 3 | |
| 2d | 98 | 1 | 1 |
| 3d 84 and 80 | 1 | | 2 |
| | 74 | 30 | 4 |
| | 50 | | 2 |
| Frigates..... | | 15 | 7 |
| Sloops and other } small vessels | | 6 | 2 |

The following number, building and repairing, or under orders to be built, are included in the foregoing abstract :

| Rates. | Guns. | Building and repairing. | Ordered. |
|--------------------------|-----------|-------------------------|----------|
| 1st | 120 | 5 | |
| 2d | 98 | 1 | 1 |
| 3d 84 and 80 | 74 | 30 | 2 |
| | 50 | | 4 |
| Frigates..... | | 15 | 7 |
| Sloops and other } | | 6 | 2 |
| small vessels .. } | | | |

FRENCH NAVAL FORCE IN THE MEDITERRANEAN, IN APRIL, 1811.

MAJESTEUSE, 120 guns, Admiral Gantheaume, chief admiral d'Etat, Major Duranteau, prem. adj. Capt. Violet ; **Austerlitz**, 120, Vice-admiral Allemand, Capt. Guier ; **Commerce de Paris**, 120, Rear-admiral Cosme, Capt. Brouard ; **Donauwert**, 80, Capt. Infernet ; **Ulin**, 74, Capt. Durlos ; **Danube**, 74, Capt. Henry ; **Breslaw**, 74, Captain Allemand ; **Suffrein**, 74, Capt. Laville ; **Genovis**, 74, Capt. Montalvert ; **Magnanime**, 74, Capt. Jugan ; **Ajax**, 74, Capt. Petit ; **la Boree**, 74, Captain Senoy ; **Hannibal (E.)** 74, Captain Maitre.

Frigates.—**Penelope**, 40, Captain Dubourdieu, C. V. ; **Pomone**, 40, Captain Losamel ; **Pauline**, 40, Captain Montfort ; **Amelie**, 40, Capt. Maynard ; **Proserpine**, (E.) 36, Capt. Gantheaume ; **Incorruptible**, 40, Capt. Martin, C. F. ; **Themise**, 36, Captain Villen ; **Adrien**, (new) 40, (unknown) ; **le Victorieuse**, 22 carronades, Capt. —.

Building.—**Monarque**, 120 guns ; **Sceptre**, 74, at Toulon, launched.—A line-of-battle ship and a frigate, at Genoa.

Store Ships.—**La Maviere**, 800 tons, 50 guns ; **la Baleine**, 800 tons, 30 guns ; **Durance**, 500 tons, 26 guns.

At Corfu.—**La Danar**, 40 guns, Captain Decauche ; **la Flore**, 40, Captain Lambert.

At Liobat.—**La Girafe**, armed store-ship, 800 tons, 30 guns, burnt by

H. M. S. Pomone, Unite and Scout, on the 1st of May, 1811.—*La Cáravan*, armed store-ship, 830 tons, 30 guns.

At Leghorn, Port Essine, and Genoa.—*L'Abeille*, 18 carronades, 36-pounders, commanded by Murat, L. V. ; *le Courier*, *l'Endymion*, *Janus*, *la Ligurie*, 16 carronades each.

At Port Vendre.—*La Fatigue*, 20 carronades, 36-pounders ; *la Fleche*, 10 carronades, 16-pounders, (a schooner.)

N.B. They have more store-ships, but at present their names are unknown.

By a letter from off Toulon, dated May 13, 1811, the ships building in April, were found ready for sea, which made the French ships 15 sail, and four sail are still building.

Naples, May 13.—One ship of the line building.

SUBSTITUTE FOR HEMP.

THE sun-hemp of India, after a variety of experiments, appears not to have answered the public expectations. A discovery has, however, been made in Sumatra and Prince of Wales' Island, of an article called *poolas*, or *calooe*, which is spun, by the natives, by a process till lately unknown to Europeans, into a strong and durable cordage. A quantity of this article is expected to be received in England, by the ships of the present season, for the purpose of making experiments, which will be superintended by an intelligent native.

MERCHANT SHIPS.

THE following letter relates to a naval article which appeared in several newspapers, and particularly in an evening paper, of Saturday, 2. March :—

" SIR,

" *Downs, March 3, 1811.*

" Observing in your Paper,* that the ship *Mercury*, Wilson, master, had, on the night of the 28th, an engagement with three French privateers, under Dengeness, and, in a most gallant manner, repelled their boarding him four times, I beg you will contradict Mr. Wilson's statement, as the vessels mentioned by him were men of war, and those fired into, his Majesty's schooner *Phipps*, and cutter *Dwarf*. The *Phipps* principally received the *Mercury's* fire, and by which the serjeant of marines was wounded ; and, although Mr. Wilson was frequently told he was firing into an English man of war, he would not cease ; while the uncertainty, whether or no the *Mercury* had been captured by the enemy, precluded the *Phipps* acting at all hostilely, except by firing two muskets to bring her to. I would hint to the masters of ships under similar cases, to be a little more circumspect in their reports.

" I am, Sir, yours, &c. &c.

" CHARLES BELL,

" *To the Editor, &c.*

" *Commander of H. M. S. Phipps.*"

* The Pilot, a respectable and well-conducted print, generally containing information of interest and utility to naval men.

ABSTRACTS OF THE ESTIMATES PRESENTED TO THE HOUSE OF COMMONS
OF ORDINARY OF NAVY, BUILDING, AND REPAIR OF SHIPS, AND
TRANSPORT SERVICE, FOR THE YEAR 1811.

Ordinary Estimate.—Part I.

| | £. | s. | d. |
|---|-----------|----|----|
| To the Lords Commissioners of the Admiralty, and the Commissioners of the Navy, &c. with their secretaries, clerks, instruments, and contingencies relating thereto.. | 176,520 | 7 | 1 |
| The dock-yards | 188,006 | 16 | 4 |
| Commissioners, officers, &c. of the out-ports and foreign yards | 47,935 | 15 | 3 |
| Wages to officers and shipkeepers of vessels in ordinary.. | 79,526 | 6 | 2 |
| Victuals to officers and men serving on board ships and vessels in ordinary | 55,011 | 10 | 8 |
| Charge of harbour mooring and rigging | 67,414 | — | — |
| Ordinary repairs of H. M. ships in harbour, and of the docks, wharfs, &c. | 408,360 | — | — |
| Bounty to Chaplains | 3,467 | 10 | — |
| Charge of the victualling establishment | 111,163 | 13 | — |
| | 1,132,405 | 18 | 6 |

Abate the amount received for

old stores, &c.

| | £. | s. | d. |
|--------------------------|---------|----|----|
| For the navy | 318,322 | — | — |
| For the victualling | 102,042 | — | — |

420,364 — —
712,041 18 6

Part II.

| | | | |
|--|----------|----|---|
| Half-pay to admirals, captains, warrant officers, surgeons, and officers of the royal marines | 311,869 | 2 | 6 |
| Superannuation allowance to flag, commission, and war- rant officers | 47,285 | 11 | 6 |
| Pensions for wounds or loss of limb, to captains and lieutenants | 9,366 | 5 | 0 |
| Ditto to officers of the royal marines | 1,570 | 0 | 0 |
| Ditto to medical officers | 1,183 | 18 | 2 |
| Ditto to warrant and petty officers, &c. | 601 | 5 | 0 |
| Pensions to widows, children, &c. of officers of the navy and royal marines | 10,521 | 10 | 0 |
| Promiscuous pensions | 1,675 | 0 | 0 |
| | £384,072 | 12 | 2 |

Part III.

| | | | |
|---|--------|----|---|
| Superannuation allowances to secretaries, clerks, messen- gers, &c. late of the Admiralty Office | 5,247 | 10 | 0 |
| Ditto, Navy Office | 14,130 | 8 | 9 |

| | £. | s. | d. |
|--|--------|----|----|
| Ditto, Victualling Office | 4,250 | 0 | 0 |
| Ditto, Navy Pay Office | 1,321 | 2 | 6 |
| Ditto, Sick and Wounded Office | 3,272 | 6 | 0 |
| Ditto, to officers of the yards | 8,451 | 0 | 0 |
| Ditto, to clerks of the yard officers | 3,514 | 6 | 6 |
| Ditto, to foremen of the yards | 763 | 0 | 0 |
| Ditto, to artificers, labourers, &c. | 16,041 | 0 | 0 |
| Ditto, to officers and clerks of the several victualling departments | 4,645 | 16 | 2 |

61,636 9 11

Part IV.

| | | | |
|--|-----------|---|---|
| For the buildings and repairs of ships, and improvements to the yards and Admiralty Office | 2,036,200 | 0 | 0 |
| To construct a dock at Malta | 10,000 | 0 | 0 |
| For the purchase of provisions for troops on foreign stations, and the value of rations for troops embarked on board transports, as per estimate | 1,113,894 | 0 | 0 |
| | 3,160,094 | 0 | 0 |

Part V.—Transport Department.

ARMY.—For the hire of transports for the conveyance of soldiers and horses, and stores belonging to the ordnance, commissary general's, and barrack departments; and for provisions occasionally supplied to soldiers on board transports, including also the pay of agents employed upon the said services, &c. 2,478,662 6 0

NAVY.—For the hire of transports employed as navy victuallers and navy store-ships, including the pay of agents

To sick and wounded seamen, at home and abroad

For the maintenance, clothing, &c. &c. of prisoners of war, at home and abroad

Salaries, stationary, and contingencies of the office

Superannuations

4,063,000 0 0

NAVAL.—Part I. 112,041 18 6

Part II. 384,072 12 2

Part III. 61,636 9 11

Part IV. 3,160,094 0 0

4,317,645 0 7

TRANSPORT

4,063,000 0 0

TOTAL NAVY ORDINARIES

£3,280,645 0 7

KEEPING WATCH.

Two sailors having strolled into St. Paul's church-yard, one of them, observing the figures round the statue of Queen Anne, (representing Great Britain, France, Ireland, and America,) inquired of his companion who they were? "Why, the twelve apostles,"—"How can that be, when there is but four of them?"—"D—— your eyes (replied the other) would you have them all upon deck at once?"

CORRESPONDENCE.

MR. EDITOR,

Dover, 6 August.

NOT long after I addressed you on the subject of naval promotion, this time twelvemonth,* the cases of two captains of the navy aggrieved on that point, and which had been submitted to the consideration of Parliament, became known to me; I felt much inclined to make them the subject of another letter to you; but the change in a certain branch of the government which has intervened, together with the circumstance of the parties being beyond the reach of redress or consolation, induced me to leave my intention unexecuted: till, at length, my former sensations on this subject having been just awakened by last Saturday's gazette, which contains another garbled batch of flag-officers, I must beg leave to renew my protest against a revival of the system of favoritism and exclusion, so heart-breaking to naval veterans, and to record upon the pages of the NAVAL CHRONICLE, the forcible, though, unfortunately, impotent complaint of the two individuals in question.

"Case of Captain BRAY, of the Navy, humbly submitted to the consideration of Parliament.

"Captain John Bray entered into the service in the year 1735; was a lieutenant twenty-two years, and, in 1757, was made master and commander of the *Adventure* armed ship, which was attacked on the 1st of January, 1758, by the *Maschault* privateer, of Dunkirk, carrying 14 nine-pounders, and 182 men; whereas the *Adventure* had only 16 six-pounders, and 98 men; but the French commander having given Captain Bray an opportunity of laying him athwart hawse, by this manœuvre he took his superiority from him, and, after an action of one hour and twenty minutes, (during which the French attempted boarding him three times, and were as often repulsed) they were obliged to submit.—By the position the *Adventure* lay in, her men were so screened from the musketry of the enemy, that Captain Bray had the happiness to find that he had only one man killed, and two wounded; whereas the French had sixty-three killed and wounded.

"Such was the opinion entertained by Lord Anson of this action, that, without solicitation, he immediately gave Captain Bray the command of the *Princess*

Amelia, of 80 guns, and he went out in her to North America, under the command of Admiral Boscawen, and was at the reduction of Louisbourg and Quebec, and other services, under the same gallant commander.

" In the beginning of the last war, Captain Bray attended at the Admiralty, and made an offer of his services, and was appointed to be regulating captain at Dover; where he raised upwards of 6000 men, of which number 5723 were seamen.

" When the combined fleets of France and Spain were in the Channel, he received an order from the Admiralty, to hold himself, his officers, and gangs, in readiness to embark at a moment's warning, and to repair to the Downs, or the Nore, as he should be directed.—And, as soon as he had despatched the orders to the lieutenants at their several departments, he went over to Deal to Rear-admiral Drake, to know if he had similar orders; and, being informed that he had, and if ordered should receive him into the Dromedary, he directed his trunks and bedding to be lashed up, and remained in daily expectation of another order to embark, but did not receive any.

" Having the mortification to find himself passed over in the late promotion of admirals, Captain Bray waited on Lord Howe, at the Admiralty, who, in different conversations, acknowledged his great merit and signal services; but gave it as his opinion, that at his time of life, seventy-one years of age, it was better to retire on the list of superannuated admirals; which, with some reluctance, as being emulous to obtain the best honours of his profession, he assented to, after one day's consideration.

" But how great was his surprise and disappointment, when, after complying with his Lordship's wish and advice, Captain Bray received a letter from the Secretary of the Admiralty, informing him, " That he was not entitled to the superannuation of a rear-admiral " !

" Case of Captain SAMUEL UVEDALE, R.N.

" Captain Samuel Uvedale has been in the service upwards of forty-eight years, twenty-seven of which as a post captain.

" He was made a master and commander into the Grenada bomb, in the year 1757, and served under Commodore (now Lord) Howe, in the attack of Cherbourg. From thence, being ordered to the West Indies, he was present at the taking of Guadaloupe, under the command of Sir John Moore,—was appointed a post captain by Lord Anson, in February, 1760;—he commanded the Boreas frigate, of 28 guns, and 200 men; accompanied the Hampshire and Lively, and falling in with three French frigates, and five letters of marque, he alone engaged the French commodore, Mc-Cartie, commanding the Sirenne, of 32 guns, and 200 men; and, after an action of twenty-five minutes, beat her off;—came up with her, the following day, and captured her, after an engagement of two hours and forty minutes.

" Captain Uvedale likewise took and destroyed several French privateers and merchant ships, on the West India station;—particularly off Cape Nichola-Mole, he fell in with a fleet, under convoy of two letters of marque; the one having on board 120 men, and mounting 22 guns; the other 90 men, and 18 guns, both which he captured, together with three of the convoy.

" In the last war, he commanded the Ajax, of 74 guns, in two actions under Sir George Brydges (since Lord) Rodney, from whom he has a letter, dated

February 13th, 1783, bearing testimony to his behaviour, while under his command."*

I wish that the publicity thus given to these documents, may induce the three captains, Charles Cunningham, *Hon.* George Grey, and Charles Craven, passed over in the last promotion, to avail themselves of the example herein set. The annotation affixed to the name of Vice-admiral Charles Stirling,† in the Admiralty-list, and the recent restoration of Captain William Bligh, as rear-admiral of the blue, by a commission, *ante*-dated 31. July 1810, demonstrate that such remonstrances are sometimes beneficial.

My reference to the official list on this occasion, has brought to my notice the following particulars, which may possibly be found interesting by many of your readers, who may not be in a position to command a sight of that authentic publication. The list of flag-officers, (including the late augmentation) now consists of one hundred and ninety-three; headed by the venerable admiral of the fleet, Sir Peter Parker, (to whom I observe, with satisfaction, your present volume is dedicated) whose seniority as P. C. goes back as far as 6 May, 1747! The *junior* admiral now being Thomas Wolley, whose rank as captain is 19 December, 1793.—A proud catalogue of names; but, in my humble judgment, somewhat more numerous than the exigency of the service requires.

The list of super-annuated rear-admirals contains twenty-seven names, after deducting eight deaths occurred since publication. The eldest of the survivors appears to be Sir Digby Dent, P. C. 7 July, 1758; super-annuated 5 May, 1783: the youngest is Henry Warre, P. C. 22 November, 1790; superannuated, 31 August, 1810.

The super-annuated and retired captains are twenty-nine; the first being Chaloner Ogle, 49 March, 1762; the last Sir Robert Barlow, 24 May, 1793.

The general list of captains contains (up to 1 January, 1811) seven hundred and fifty-three, subject to subsequent casualties and promotions. The captain of the fleet is now William Johnstone Hope, 9 January, 1794.

The commanders, of the same period, amount to five hundred fifty-six, headed by James Lys, 29 April, 1778.

We next come to a list that I never turn to without a painful sensation —Lieutenants superannuated with the rank of commanders, of whom there remain alive forty-eight, the oldest being John Roberts, L. 20 March, 1740, sup. C. 21 September, 1796: the youngest, Andrew Congalton, L. 4 June, 1777, sup. C. 27 August, 1810.

The host of lieutenants is no less than three thousand thirty-six; to numbers of whose names an asterisk is prefixed, denoting inability to serve at sea. Had they not better obtain a general remove into the class (*emeritus*) immediately preceding? George Spearing, 8 September, 1757, is the first lieutenant, consequently of fifty-four years standing. Fye upon it! What

* He died the 14th December, 1803. *Vide* *Obituary*, N. C. Vol. XX. p. 494.

† "Ranks according to seniority as captain [15 January, 1793] by H. M.'s order in council."

heart-felt and imperishable gratification must it be to be first Lord of the Admiralty, for twenty-four hours, only, to preside at one board for the revision of these lists, and dispense a full measure of justice and liberality throughout such a body of men !

HEART-OF-OAK.

P. S. As nothing tends more to counteract the progress of abuse, to which all human systems are liable, than frequently bringing names, dates, and facts under the public eye, I think a few pages in each volume of the *NAVAL CHRONICLE* may well be spared, for the re-publication of analytical extracts from the annual Navy List.

MR. EDITOR,

IT is now nearly 40 years ago, since my friend, Admiral Hunter, late governor of New South Wales, and then a midshipman at Virginia, in the *Launceston*, under Captain Gell, (with his brother, a lieutenant of the same ship) tried the following plan, with great success. The admiral, I remember, gave it to Sir R. Bickerton, to submit to the Admiralty Board, in order to shew with what ease, every boat in the King's service might be converted into a life-boat.

The following is the answer which Admiral Hunter received from the Board, dated November 1, 1808; and, as no further notice has been taken of this hint, at least that I ever heard of, or, if there has, in order that my friend may receive the merit he deserves, of having been the original inventor of the plan, I request the insertion of the enclosed in your useful *CHRONICLE*.

TIM. WEATHERSIDE.

" To Rear-admiral Hunter.

" SIR,

" In reply to your letter of the 17th ult. relative to fitting boats with air trunks, to prevent their sinking, in case of being struck by a sea, &c. I am commanded by my Lords Commissioners of the Admiralty, to acquaint you, that they are sensible of your zeal for the public service, in transmitting your ideas with respect to these boats.

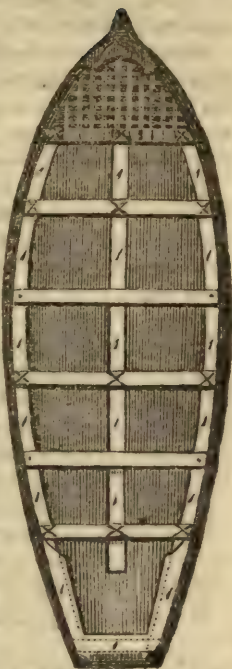
" I am, Sir, your most obedient humble servant,

(Signed) " J. BARROW."

Plan of a Boat fitted with Air Trunks, to prevent her sinking, in case of being struck by a Sea, or filled in going through a Surf.

The air trunks, marked No. 1, are nothing more than four planks of pine, well plained at the edges, so as to make them fit so close, that when nailed together, with a piece of tar'd paper between them, no air can escape, nor water be admitted.

The ends are to be closed with equal care for obtaining tightness; they may be made of such lengths as to render them applicable to any boat; or they may be fitted with so much care as to fit any particular boat. They are to be run fore and aft under the thwarts, and lashed close up to the ends of all the fixed or kneed thwarts, and set as close as possible to the boat's side: if the outer side of each trunk has a little degree of convexity, which may be readily given to it, it will fit the closer to the boat's side; they will in general be square, but the breadth of the plank of which they are made, and consequently the size of the trunk, will, of course, depend on the magnitude of the boat or vessel they are designed for. Should the boat be employed in carrying troops on shore through broken water, which may risk her being filled, and thereby endanger the lives of the men, those trunks, being secured so high up in the boat, will prevent the possibility of her upsetting, if the men sit steady in their seats, because she is suspended by her upper works, and her lower extremity will preponderate, in this state; or even should a shot from the enemy strike her, while the trunks are entire, she may be rowed to her destination. If it should be thought



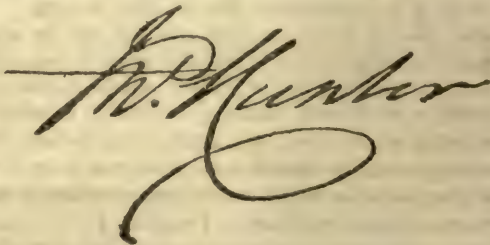
that a row of trunks on each side will not be sufficient to sustain the weight the boat may be intended to carry, in case of her shipping water so as to endanger her sinking; it will only be requisite to have a few spare trunks at all times in readiness, which may be thrust fore and aft in the midships of the boat, and lashed to the thwarts; but here those thwarts will require to be lashed down to the ring bolts in the boat's bottom, to secure them from rising; in this way, every boat in the ship may, in a great measure, be converted into a life-boat. I have, many years ago, (as far back as 1768 and 1769) tried the experiment, and found it answer my expectations most fully, and I am of opinion, if every ship, whether his Majesty's or Merchant's, were to have, at all times, a set of these trunks ready to apply, when they have occasion to use their boats in bad weather, many valuable lives would be saved: the rowers are to keep their seats, and use their oars, and a few may be employed where they sit, in throwing the water out to lighten the boat as much as possible; for her side or gunwale will be at least as far above water, as the air trunks are below the gunwale of the boat. The thwarts of our flat-bottomed boats are fixed rather low, but, for the keeping the trunks as high as possible in such shallow vessels, they may be secured above the thwarts, and as close as possible to the side, to prevent their occupying too much room: the plan will give a tolerable idea of the space they occupy. A few additional ring-bolts may

be placed in the boat's bottom within, for securing the centre of the thwarts, in case of using a row of trunks in mid-ships.

To try how far the trunks are perfectly tight, it will only be necessary to bore a gimblet hole, into which one person may blow, whilst another runs the flame of a candle along the different seams; if any air should escape at any part, *there* the flame of the candle will be sensibly affected; mark that part with chalk, and chince it; and spile up the gimblet hole.

If it were necessary to carry heavy baggage, or stores of weight, more trunks might be applied, by lashing a few to the under side of all the kneed thwarts across the boat, taking care that there be a midship lashing to a ring in the boat's bottom, to keep the thwarts from rising. Those cross trunks would not incommode the stowage of men, and might render the fore and aft trunk a-midships unnecessary. If it were wished to ascertain what weight the whole set of trunks put into a boat would carry, they may be tried separately, by hanging as much weight to them as they could float with, and this would be independent of the natural floating materials of which the boat is composed, or of such light articles as might be on board her. It will not be necessary here to enter upon any minute calculation of the weight which each pint or gallon of air will sustain in water; this is a plain, simple, and *practicable* plan for preventing the loss of lives when a boat is sent from her ship in bad weather; or when troops are to be carried in boats through broken water, which may occasion their shipping enough to fill or swamp the boat in deep water.

It is two years ago since I offered this idea to the Admiralty.



Vice-admiral.

MR. EDITOR,

St. John's, Newfoundland, June 2, 1811.

AS every circumstance connected with nautical affairs comes immediately under your notice, I trust that the following fact will not be deemed unworthy of insertion in your valuable miscellany.

In the month of September last, a vessel named the Point Shears, belonging to a Mr. Stowe, in Hamilton, Bermuda, on a voyage to the Leeward islands, encountered a severe gale of wind; and, in shortening sail, the master (Mr. Kirkpatrick) observed (while on the fore-castle) that a heavy sea, just then breaking, would strike the brig. At the same time, noticing one of the people in the yawl, he desired him to lie down, as he

himself did at the moment. The man obeyed; but the force of the sea was so powerful, as to carry away the girdles, and wash the boat overboard. Not disheartened at this, the captain brought to, contrary to the wish of the crew, and, perceiving that the boat had righted, and that the man was still in her, he veered a hawser to him; but, owing to the gale, the man could not lay hold of it. On this, Mr. K. called to him, "not to be disheartened, as he meant to stay by him." During the remainder of the day, they found the vessel drift very fast to leeward, and, by night, she had totally lost sight of the boat; but, notwithstanding the repeated solicitations of his people, and though the wind was fair, Captain K. refused to make sail. The next day, he had the satisfaction of finding the gale moderate, and, after a few hours' sail to windward, he enjoyed the further gratification of perceiving the boat, and the man still in her.

If, in the virtuous days of Rome, the civic crown were deemed the most honourable; and saving the life of a fellow-citizen were more highly esteemed than destroying a number of enemies, what praise is due to a man, who, thus (almost in defiance of possibility) succeeded in performing so praise-worthy an action? Sorry am I to say, that I have since learned he was removed from the command of the vessel, which, in other times, would, most probably, have been continued to him, as a public mark of gratitude and approbation.

I am, Sir,

Your obedient Servant,

NIHIL.

MR. EDITOR, *Fayal, March 10, 1811.*

I send you for record, in the NAVAL CHRONICLE, the following account of a remarkable phenomenon that has lately happened at St. Michael's,* contained in a letter I recently received from Thomas Hickling, vice-consul of the United States for that island. As the shoal therein mentioned will probably expose ships to danger, it is desirable that this information should be generally diffused, that mariners may be guarded against it.

I am, &c.

JOHN B. DABNEY,

Consul of the United States at Azores.

DEAR SIR, *St. Michael's, February 28, 1810.*

On the 29th, 30th, and 31st ult. we were much alarmed by frequent shocks of earthquakes—say upwards of twenty; and, on the 1st instant, information was received here that a volcano had broken out in the sea, five leagues west of this port, and half a league from the land, in 50 or 60, and some fishermen say in 70 or 80 fathoms of water. I repaired immediately to

* In TIM WEATHERSIDE'S description of the Azores Islands, Vol: XXIII. page 242, and Vol. XXIV. page 384, will be found a full account of the island of San Miguel, or St. Michael.

that part of the island, and, to my utter astonishment, saw a vast column of black smoke issuing out of the ocean. The wind was a gale from the southward, and blew the smoke over the land. The sea was excessively agitated, and the surf on the shore was frightful. It was asserted, by the peasants, that, the preceding night, fire had been emitted; and, being curious to ascertain that fact, I returned to the city, and desired my son, and son-in-law to go and tarry opposite the volcano all night.—they did so; and saw, at various times, during the night, fire issuing forth like a number of rockets discharged together. Large masses of stone, or lava, were continually thrown above the surface of the sea. In eight days it entirely subsided, leaving a shoal on which the sea breaks. What a happy deliverance for us! for had this formidable volcano opened on the land, it would probably have gone near to ruin this fine island.

I am, &c. &c. T. H.

PLATE CCCXLIII.

CANTON RIVER is eminently remarkable for the beauty of its scenery.—In our VIIIth Volume, page 333, is a view of the second bar, a sand that runs across the river; on the western bank of which, as will be seen by a reference, is a fine pagoda. It is there that the scenery begins to assume an interesting appearance.—The present view, from the pencil of Mr. W. Westall, was taken about thirty miles from Canton. At that part, the banks of the river are low; but, inland, there are very high mountains.—The boat, which forms the principal object in the view, is one of those that convey the tea from the interior provinces to Canton. They carry about 150 chests each. “When they have got a fair wind they make use of sails, but at other times they impel them along by bamboo poles; having a bench running along from one end of the vessel to the other, close to the water’s edge, on which ten or a dozen men (each with his bamboo) stand and drive the boat with considerable velocity.”*

HYDROGRAPHY.

THE following table of geographical positions is the result of the latest and best observations that astronomers and travellers have made up to the present time. It is intended to be continued, occasionally, so as to comprehend the principal places interesting to navigators in most parts of the globe; and to record therein such new determinations as shall, from time to time, reach the NAVAL CHRONICLE; consequently, the latest registry

* Vide JOHNSON’S *Oriental Voyager*, page 171. For a review of this work, comprising an ample description of the scenery on Canton River, and of the beautiful passage boats, &c. vide N. C. Vol. XVIII. pages 141 and 410.

must be considered as the most correct. In addition to the most minute exactitude in the scientific details, particular attention will be found paid to the nomenclature of places according to respective national orthography, freed from those foreign corruptions that form such a fruitful source of error and confusion. This collection, commencing with France not only as the grand object of our naval vigilance, but, as that portion of the continent which has been subjected to the most exact operations of metrology, it has been found convenient to give the longitudes computed from the meridian of Paris; the observatory of which city is 2 degrees, 20 minutes, 15 seconds, east from that of Greenwich; the difference of time between them being 9 minutes, 21 seconds.

In the course of this and the subsequent tables, the addition of the signs \odot (* will serve to denote latitudes or longitudes deduced from astronomical observations respectively; that of a *delta* Δ from trigonometrical operations; and the letter C. from chronometers. The reader will recollect, that one hour of mean time is equal to fifteen degrees of longitude on the equator; and one degree of longitude corresponds with four minutes of time.

FRANCE.

| Places. | Latitude North. | | | Longitude. | | |
|------------------------------|-----------------|----|----|------------|----|-------|
| | ° | ' | " | ° | ' | " |
| Antibes (port) | 43 | 34 | 43 | 4 | 47 | 20 E. |
| Anvers [Antwerp]..... | 51 | 13 | 2 | 2 | 4 | 4 E. |
| Avranches | 48 | 41 | 21 | 3 | 41 | 51 W. |
| Barfleur | 49 | 40 | 21 | 3 | 35 | 36 W. |
| Bayonne | 43 | 29 | 15 | 3 | 48 | 41 W. |
| Bordeaux | 44 | 50 | 14 | 2 | 54 | 14 W. |
| Boulogne | 50 | 43 | 33 | 0 | 43 | 27 W. |
| Brest (prefecture)..... | 48 | 23 | 14 | 6 | 49 | 0 W. |
| Caen | 49 | 11 | 12 | 2 | 41 | 53 W. |
| Calais | 50 | 57 | 32 | 0 | 28 | 59 W. |
| Cherbourg | 49 | 38 | 31 | 3 | 57 | 18 W. |
| Dieppe | 49 | 55 | 34 | 1 | 15 | 31 W. |
| Dunkerque | 51 | 2 | 11 | 0 | 2 | 23 E. |
| Fécamp | 49 | 45 | 24 | 1 | 57 | 12 W. |
| Fréjus | 43 | 25 | 52 | 4 | 23 | 54 E. |
| Granville | 48 | 50 | 16 | 3 | 56 | 15 W. |
| Gravelines | 50 | 59 | 10 | 0 | 12 | 25 W. |
| Havre-de-grâce | 49 | 29 | 14 | 2 | 13 | 37 W. |
| Honfleur | 49 | 25 | 13 | 2 | 6 | 1 W. |
| La Ciotat | 43 | 10 | 29 | 3 | 16 | 48 E. |
| La Rochelle | 46 | 9 | 33 | 3 | 29 | 2 W. |
| Le Croisic | 47 | 17 | 43 | 4 | 50 | 30 W. |
| Lorient | 47 | 45 | 11 | 5 | 41 | 17 W. |
| Marseille (observatory)..... | 43 | 17 | 49 | 3 | 2 | 0 E. |
| Nantes | 47 | 13 | 6 | 3 | 52 | 59 W. |
| Nice | 43 | 41 | 47 | 4 | 56 | 22 E. |
| Oléron | 43 | 11 | 1 | 2 | 56 | 30 W. |

| | | | | | | | |
|-------------------|----------------------------|----|----|----|---|----|-------|
| | Olonne (Sables d') | 46 | 29 | 52 | 4 | 7 | 5 W. |
| | Ostende | 51 | 13 | 57 | 0 | 34 | 53 E. |
| | Paimbeuf | 47 | 17 | 15 | 4 | 21 | 46 W. |
| | Paris (observatory) | 48 | 50 | 15 | | | |
| | Poitiers | 46 | 34 | 50 | 1 | 59 | 12 W. |
| | Port Louis | 47 | 42 | 47 | 5 | 41 | 14 W. |
| | Quimper | 47 | 58 | 29 | 6 | 26 | 0 W. |
| | Rochefort | 45 | 56 | 10 | 3 | 17 | 49 W. |
| | Rouen | 49 | 26 | 27 | 1 | 14 | 16 W. |
| | Saint-Brieuc | 48 | 31 | 5 | 5 | 4 | 10 W. |
| | Saint-Malo | 48 | 39 | 3 | 4 | 21 | 26 W. |
| | Saint-Martin-de-Rhé | 46 | 12 | 18 | 3 | 42 | 7 W. |
| | Saint-Michel (Mont) | 48 | 38 | 14 | 3 | 50 | 39 W. |
| | Saint-Tropez | 43 | 16 | 8 | 4 | 18 | 29 E. |
| | St.-Valery-sur-Somme | 50 | 11 | 21 | 0 | 42 | 24 W. |
| | Saintes | 45 | 44 | 46 | 2 | 57 | 45 W. |
| | Toulon | 43 | 7 | 16 | 3 | 35 | 26 E. |
| | Tréguier | 48 | 46 | 54 | 5 | 33 | 49 W. |
| | Vannes | 47 | 39 | 26 | 5 | 5 | 19 W. |
| | Villefranche | 43 | 40 | 20 | 4 | 59 | 15 E. |
| Isles. | Aix | 46 | 1 | 38 | 3 | 30 | 56 W. |
| | Belle-Île | 47 | 17 | 17 | 5 | 25 | 0 W. |
| | Grouais | 47 | 30 | 4 | 5 | 46 | 23 W. |
| | Noirmoutier | 47 | 0 | 5 | 4 | 34 | 22 W. |
| | Saint-Marcou | 49 | 29 | 52 | 3 | 26 | 56 W. |
| English Isles. | d'Yeu | 46 | 42 | 26 | 4 | 39 | 50 W. |
| | Cers [Sark] Δ | 49 | 23 | 32 | 4 | 44 | 45 W. |
| Forts and Towers. | Jersey (St. Aubin) Δ | 49 | 12 | 59 | 4 | 30 | 59 W. |
| | Bouc | 43 | 23 | 30 | 2 | 38 | 51 E. |
| | Brescou | 43 | 15 | 38 | 1 | 9 | 53 E. |
| | La Conchée | 48 | 41 | 4 | 4 | 22 | 40 W. |
| | Hédic | 47 | 20 | 46 | 5 | 11 | 31 W. |
| | Le Piliér | 47 | 2 | 32 | 4 | 41 | 20 W. |
| | Planier | 43 | 11 | 49 | 2 | 53 | 33 E. |
| | Saint-Genest | 43 | 22 | 10 | 2 | 19 | 0 E. |
| | Barfleur | 49 | 41 | 45 | 3 | 36 | 30 W. |
| | Cape la Hève | 49 | 30 | 42 | 2 | 16 | 1 W. |
| | Cette | 43 | 23 | 42 | 1 | 21 | 46 E. |
| | Cordouan | 45 | 35 | 14 | 3 | 30 | 10 W. |
| Lights. | Frehel | 48 | 41 | 10 | 4 | 39 | 2 W. |
| | Oléron (Chasseron) | 46 | 2 | 51 | 3 | 44 | 27 W. |
| | Ouessant [Ushant] † | 48 | 28 | 8 | 7 | 23 | 21 W. |
| | Rhé | 46 | 14 | 49 | 3 | 53 | 40 W. |
| | Saint-Mathieu | 48 | 19 | 34 | 7 | 5 | 54 W. |

I. S. S.

† " Should a ship happen to approach the projecting part of the French coast at the entrance of the channel, it may be observed that the Ushant lights are in latitude 48° 28' N., and they are generally placed in longitude 5° 3½ W.; but

NEW DIRECTORY FOR INDIAN NAVIGATION.

THE scientific and indefatigable Mr. Horsburgh, F.R.S. after having bestowed five years incessant labour on the above work, has just announced it's completion. It will be found highly beneficial to officers of the navy, as well as to those employed in the commerce of the country. Exclusive of sailing directions, and local descriptions of winds, weather, currents, ports, head-lands, islands, coasts, dangers, &c. the geographical situations of particular head-lands, islands, ports and dangers, are stated from actual observations of sun, moon, and stars, or by good time-keepers. In short, the utility and necessity of a work of this kind has long been evident to navigators; for the former directories having been compiled from a mass of heterogeneous materials, obtained when ships were navigated by dead reckoning, prior to the invaluable application of *chronometers* and lunar observations to nautical science—are, consequently, fraught with error, and of little use in the present improved state of navigation.

SHIPWRECKS.

HIS MAJESTY'S SLOOP, PANDORA.

THE following particulars of the loss of H. M. sloop, Pandora, Captain Ferguson, off the Scaw, are copied from a letter received by T. Aldridge, Esq. of Yarmouth :—

“ On the night of the 13th of February, (1811) the Pandora struck on the Scaw-reef, a shoal off the coast of Jutland. In less than five minutes she lost her rudder, in consequence of repeatedly striking the ground with great force in a heavy sea, and in an hour's time she was nearly filled with water: previously to which, the crew cut away the masts, in order to lighten the vessel; but, the wind being extremely high, the sea broke over her with great fury, and every moment threatened to be their last. The wind was piercingly cold, and the men had the miserable prospect before them, of being either washed overboard or frozen to death. In this state, part of the crew perished from the inclemency of the weather; and next morning some of the survivors contrived to cut a hole in the weather-side of the deck, which was above water, and by that they were enabled to get down

Captain Heywood, in 1809, made them in longitude $5^{\circ} 13\frac{1}{4}'$ W. [from Greenwich?] or, $1^{\circ} 44\frac{1}{4}'$ W. from Torbay anchorage, by good chronometers. The soundings near Ushant are 64 and 65 fathoms; high water about $4\frac{1}{2}$ hours; variation about $25\frac{1}{2}^{\circ}$ W.—(Horsburgh; 1811.)—The longitude of Ouessant, as given in the above table, reduced to the meridian of Greenwich, differs but 24 seconds from what Mr. H. states as the common estimation; while it disagrees no less than 10 minutes, 9 seconds, with Captain H.'s observation. The N. C. has adopted French authority for this determination.

below, one by one, out of the severe and boisterous weather. About three in the afternoon of the 14th, some boats were observed coming off from the shore to their assistance, but, the sea running very high, they durst not approach the wreck. The surviving crew were so reduced as to be unable to launch their own boats, which were covered with ice, and bore the appearance of marble of immense thickness. However, in the course of the night, the wind abated, and the next morning being quite calm, a number of boats came off, and took the men from the wreck. The crew were, of course, made prisoners; but the Danes have treated them with all possible hospitality. Twenty-nine sailors were lost from the severity of the weather."

THE HERCULES.

THE Hercules, Captain Chase, of Saco, owned by D. Cutts and A. Stevens, sailed from Liverpool on the 17th of February, 1811, for Philadelphia, with a cargo of dry goods. When 55 days out, she sprung a leak at four o'clock A.M. and at seven P.M., the water then over her main deck, the crew left her in the boat. The next day, the boat was taken up by a brig from New York for Lisbon. Nine days after, she fell in with the British frigate, *Guerriere*, bound to Bermuda, the captain of which kindly offered to take on board the whole of the crew, or as many as chose to go with him. Captain Chase, Mr. G. Russell, mate, the second mate, and one seaman, chose to remain on board the brig; four young men, seamen, all belonging to Saco, and without protections, went on board the frigate, and were landed at Bermuda; but, on their arrival there, no opportunity presenting itself for the United States, the captain of the *Guerriere* kindly offered them a passage in his ship to Halifax; prior to her sailing, however, an opportunity offered to proceed to North Carolina, where they safely arrived.—The captain of the frigate furnished the brig with provisions enough to replenish what had been expended by the crew of the Hercules, and enough to supply those who chose to stay on board to carry them to Lisbon.

THE ADVENTURE.

THE Adventure, Snowden, of Whitby, from Leith, for Quebec, was lost on the 24th of May last, in the gulf of St. Lawrence; crew saved.

STATE PAPERS.

FRENCH EXPOSITION.

THE annual exposition of the state of the French empire, which was presented to the Legislative Body, on the 29th of June, 1811, by the minister for the Interior, is a document of great length; we can, con-

sequently, select only such passages as are more immediately of a maritime nature. It commences as follows:—

“GENTLEMEN:—Since your last session the empire has received an addition of sixteen departments, five millions of people, a territory yielding a revenue of one hundred millions, three hundred leagues of coast, with all their maritime means. The mouths of the Rhine, the Meuse, and the Scheldt, were not then French: the circulation of the interior of the empire was circumscribed; the productions of its central departments could not reach the sea unless they were submitted to the inspection of foreign custom-houses. These inconveniences have for ever disappeared. The maritime arsenal of the Scheldt, whereon so many hopes are founded, has thereby received all the developement which it needed. The mouths of the Ems, the Weser, and the Elbe, place in our hands all the wood which Germany furnishes. The frontiers of the Empire are supported on the Baltic; and thus, having a direct communication with the North, it will be easy for us thence to draw masts, hemp, iron, and such other naval stores as we may want. We, at this moment, unite all that France, Germany, and Italy produce, as materials for the construction of ships.

“The Simplicon, become part of France, secures us a new communication with Italy.

“The union of Rome has removed that troublesome intermediacy which subsisted between our armies in the north and in the south of Italy, and has given us new coasts on the Mediterranean, as useful and necessary to Toulon, as those of the Adriatic are to Venice. This union also brings with it this double advantage—that the popes are no longer sovereign princes, and in the relation of strangers to France.”

After some farther remarks of a singular nature, the Exposition notices *seriatim*, the religion, judicial order, administration, and public instruction, of the empire. Under the head *Sciences and Arts* we find the following statement:—

“The discovery of the magnetized needle produced a revolution in commerce; the use of honey gave way to that of sugar, the use of woad to that of indigo. The progress of chemistry is operating, at this moment, a revolution in an inverse direction—it has arrived at the extraction of sugar from the grape, the maple, and the beet-root: woad, which had enriched Languedoc and part of Italy, but which was unable, in the infancy of art, to support the competition with indigo, resumes the superiority in its turn—chemistry, at this day, extracts from it a residuum which gives it, over indigo, the advantage of price and of quality. All the branches of science and of art are advancing in improvement.”

Public Works form the next head:—

“Great works have been undertaken within the last ten years, and are advancing every year with new zeal, and a new increase of means. In 1810, 138 millions were appropriated for these works; 135 millions are appropriated in 1811.”

Here, there is a table shewing the different sums appropriated to each branch, such as roads, bridges, &c.

"In the midst of wars, of expenses required by immense armies, by the *creation and organization of numerous fleets*, the sacrifices which the imperial treasury has made for the public works are such, that they surpass, in a single year, all that was employed on them, under the old government, for one generation.

"Great part of these expenses has, for its object, the creation of new strong places : these are labours engaged in for the benefit of future times, in order to consolidate and fortify the empire."

Here several works in the Texel, at Antwerp, Cadsand, &c. are enumerated.

"In 1810 and 1811 more than eight millions were expended on the forts of the Scheldt : it was natural to bestow great labour upon a point which will ever be the object of the jealousy and the fears of our natural enemies."

The report proceeds to enumerate other works constructed at Ostend, Boulogne, Cherbourg, and Havre. Of the latter place, it says, "Havre had been constructed by Vauban : some years before the revolution, it was thought proper, under foolish pretences, to destroy the fortifications. That city was left dismantled and exposed, which is the key to the Seine, and which may properly be called the port of Paris. It is now fortified, and in a state to support a siege."

"At Corfu, a place already very strong, great works have been constructing for the last four years. New plans have been adopted, and this key of the Adriatic is guarded by 12,000 troops, having provisions for two years, and a numerous artillery, provided for a siege of the longest duration."

The report then mentions new additions to the fortresses on the Rhine, and thus proceeds :—

"On seeing the activity, which has reigned for these eight years, in the works on all our frontiers, one would say, that France was menaced by an approaching invasion. I shall have no occasion to place before your eyes, by way of contrast to this idea, the situation of all our neighbours, who are our allies, and who are united to our system, and the preponderance which the late campaigns have given us ; but I shall only say, that, since under such circumstances, more than 100 millions, have been devoted, within a few years, to an expenditure, which interests only the future, we ought to render thanks to the government which, not content with securing the happiness of the present generation, wishes also to guarantee the tranquility of posterity, and thus provides against even the most remote chances of fortune."

The *ports of the empire* next fall under notice :—

"At our ports the labours go on with the same activity. At Antwerp, since the end of the last year, they have removed the dam from the basin. Eighteen ships of the line, even three deckers, can enter, and go out fully equipped. In the beginning of this year, two eighty-gun ships have been

coppered and refitted there. The works are going on with great activity. Before the end of next September, the bason will be able to hold 30 ships.

"Ships of the line can only enter the bason of Flushing without their guns. The sluice is now dried and insulated, and they are busied in lowering it, so that 20 ships will be able to enter it with their guns. The quays which the English damaged are now restored. They are labouring now at reconstructing the magazine, and in making it bomb-proof.

"The ground has already been chosen for the bason of Terneuse; its foundations are now laying. Twenty ships of the line, fully equipped, will be able to leave this bason in one tide. It will be able to hold forty.

"The sluice of the race of Ostend is finished; it has been of the greatest service to the fort; that of Dunkirk will be finished by the end of the year. Great advantages are expected from deepening the channel. The sluice of Havre is finished, and has been of great advantage.

"At Cherburgh, the expenses of the road are of two sorts. The first operation is, to raise the dyke above the low-water mark, and this will be accomplished in the course of the present year; the second is, to construct forts at the extremities of this dyke to defend the road; the fort of the centre is just finished. The road being in this manner secured, it remained to dig the port of this great work; nine tenths are executed. Thirdly, ships of the line will be able to lie in the port and bason: already a vessel which had received damage at sea has entered the bason, and been refitted there. The *avant-port* and bason will be finished in 1812.—The building docks and frames already exist. The works of Cherbourg alone require more than three millions yearly.

"Works are carrying on at all the ports of the second or third order; and all are improving with great rapidity."

Canals follow:—

"The canal of St. Quintin is finished. From the beginning of this year navigation has been in great activity upon it; its effect has already been felt in the prices of wood and coal in the metropolis.

"The canal of the North, to unite the Rhine and the Scheldt, was one-third part finished, but the union of Holland having made it useless, these works have been suspended.

"The canal Napoleon, which joins the Rhine and the Saone, will be finished in four years. Three millions a year are applied to it. The canal of Burgundy, which joins the Saone and the Seine, is continued with spirit. In the course of this year a million and an half will be expended upon it. The canal of Arles, which brings the Rhone to the Pont-du-Boue, is one-third part executed. That which cuts the peninsula of Bretany, in joining the Ronce to la Vilaine, is now going on. The canal of Blouet, which joins Napoleonville to L'Orient, and which will one day lead from Napoleonville to Brest, is almost finished. Many other canals, of less importance, are either finished or going on with the greatest activity."

The alterations and improvements which are making in the *Roads of*

France, require notice, as they will have an effect on several of her exports. Under this head, it is stated as follows:—

“ In the improvement of the roads the distances are lessened. It has been computed that Turin has already been brought thirty-six hours nearer Paris, twenty-four hours by the passage of Mont Cenis, and twelve hours more by the new road of Maurienne. His Majesty has decreed the establishment of a new road from Paris to Chambery, by Tournées. This road, by avoiding the mountains, will be shorter by eight hours. In this manner, Turin will be brought nearer to Paris by 44 hours, which is almost half the distance.

“ Milan is, by the road of Simplon, brought nearer Paris by more than a march of 50 hours, if the present road is compared with that which existed ten years ago.

“ Bayonne and Spain have been brought nearer to Paris by 18 hours, by the road which has been made through the sandy plains between Bourdeaux and Bayonne.

“ Mayence and Germany have been brought 12 hours nearer, by the road which has been made in the sands from Mayence to Metz. Hamburg will be nearer by more than sixty hours in the course of the next year, by the road made across the sands of Maestricht to Wesel, and from that to Hamburg: and, this will be the first example in history of eighty leagues of roads made in the course of two years. Ten sets of workmen are employed; and, before the end of the year 1811, much more than half of it will be finished. Amsterdam will be brought twelve hours nearer Paris by the road through the sands of Antwerp to Amsterdam, at which they are labouring at many points. New roads are opened from Spezia to Parma, from Florence to Rimini, and from Nice to Genoa.”

“ The construction of a great number of bridges is begun.—Those of Bourdeaux, Rouen, Avignon upon the Rhone, of Turin on the Po, are the most remarkable. Those of Bourdeaux and Rouen, as well as that over the Durance, which was finished last year, were considered as impossible. A great number of other bridges are also finished.

The new Works at Paris are, comparatively, unimportant.

The head *Marine* is as follows:—

“ We have lost Guadaloupe and the Isle of France. The wish to relieve these colonies would have been no sufficient reason for trying to send out our squadrons in the state of relative inferiority in which they are.

“ Since the annexation of Holland, that country has furnished us with 10,000 seamen, and 13 ships of the line. We have considerable fleets in the Scheldt and at Toulon. Squadrons of ships of the line, more or less strong, are in different ports, and 15 ships on the stocks at Antwerp. Every thing there is so arranged as to add, every year, a great number of ships of war to our squadron in the Scheldt. Two ships of the line are building at Cherbourg; and the magazines of timber, and other materials of every kind, are there so considerable that we may put five on the stocks before

the close of 1811. L'Orient, Rochefort, and Toulon, have all their frames occupied. Numerous ships are constructing at Venice.

"Naples ought, in pursuance of treaties, to have, this year, six ships of the line and six frigates. That kingdom has them not; but its government will be convinced of the necessity of repairing this negligence.

"Our resources, our interior navigation, are sufficient to advance the material part of our marine to the same point as that of our enemies.

"The experiments made of a maritime conscription have succeeded— young men of 18, 19, and 20, sent on board our ships, display the best inclination, and are rapidly forming. The frequent sorties of our squadrons, the cruising on the coast; the evolutions of our fleets and flotillas in the Zuyder Zee, the Scheldt; and in our roads, have enabled our young conscripts to make a progress which justifies our entertaining the best hopes."

Under the head *War* this *exposé* concludes as follows:—

"The continental system, which is followed up with the greatest constancy, saps the basis of the finances of England. Already her exchange loses 33 per cent.; her colonies are destitute of outlets for their produce; the greater part of her manufactories are shut; and the continental system has only just arisen!—Followed up for ten years, it alone will be sufficient to destroy the resources of England.

"Her revenues are not founded on the produce of her soil, but on the produce of the commerce of the world; even already her counting-houses are half closed. The English hope, in vain, that, from the advantages of time, and of events which their passions light up, some markets will be opened to their commerce.

"With regard to France, the continental system has produced no change in her position: we have been, for ten years past, without maritime commerce, and we shall still be without maritime commerce. The prohibition of English merchandize upon the continent has opened an outlet for our manufactures; but, should that be wanting, the consumption of the empire presents a reasonable market; it is for our manufactures to be regulated by the wants of more than 60 millions of consumers.

"The prosperity of the imperial treasury is not founded on the commerce of the universe. More than 900 millions, which are necessary to meet the expenses of the empire, are the result of home-taxes, direct or indirect. England must have two milliards, in order to pay her expenses; and her proper revenue could not furnish more than a third of it. We shall believe that England will be able to support the struggle as long as we can, when she shall have passed several years without loans, without the funding of Exchequer bills, and when her payments shall be in money, or, at least, in paper convertible at pleasure.

"Every reasonable man must be convinced that France may remain ten years in her present state without experiencing other embarrassments than those she has felt for the last ten years, without augmenting her debt, and, in short, meeting all her expenses.

"England must, every year of war, borrow 800 millions, which, in ten

years, will amount to 8 milliards. How is it to be conceived that she can contrive to support an increase of taxes to the amount of 400 millions, in order to meet the interest of her debt—she, who cannot meet her current expenses without borrowing 800 millions a year? The present financial system of England is baseless without a peace. All the systems of finance founded upon loans, are, in reality, pacific in their nature; because borrowing is calling in aid the resources of the future for the relief of present wants. Notwithstanding this, the existing administration of England has proclaimed the principle of perpetual war: this is, as if the chancellor of the Exchequer announced that he should propose, in a few years, a Bankruptcy Bill. It is, in fact, mathematically demonstrable, that, to provide for expenditure by an annual loan of 800 millions is, to declare, that, in some years, there will be no other resource but bankruptcy. This observation every day strikes intelligent men; every campaign it will be still more striking to the capitalists.

“We are now in the fourth year of the war in Spain; but still, after some campaigns, Spain shall be subdued, and the English shall be driven out of it. What are a few years in order to consolidate the great empire, and secure the tranquility of our children? It is not that the government does not wish for peace; but it cannot take place while the affairs of England are directed by men, who, all their lives, have professed perpetual war; and, without a guarantee, what would that peace be to France? At the close of two years, English fleets would seize our ships, and would ruin our ports of Bourdeaux, Nantes, Amsterdam, Marseilles, Genoa, Leghorn, Venice, Naples, Trieste, and Hamburgh, as they have done heretofore. Such a peace would be only a trap laid for our commerce; it would be useful to England alone, who would regain an opening for her commerce, and would change the continental system. The pledge of peace is in the existence of our fleet and of our maritime power. We shall be able to make peace with safety when we shall have 150 ships of the line; and, in spite of the obstacles of war, such is the state of the empire, that we shall have that number of vessels. Thus, the guarantee of our fleet, and that of an English administration, founded on principles different from those of the existing cabinet, can alone give peace to the universe. It would be useful to us, no doubt, but it would also be desirable in every point of view: we shall say more, the continent—the whole world demands it; but we have one consolation, which is, that it is still more desirable for our enemies than for ourselves; and, whatever efforts the English ministry may make to stupify the nation, by a multitude of pamphlets, and by every thing that can keep in action a population greedy of news, they cannot conceal from the world how much peace becomes every day more indispensable to England.

“Thus, gentlemen, every thing at present guarantees to us a futurity as happy as full of glory; and that futurity has received an additional pledge in that infant so much desired, who, at last granted to our vows, will perpetuate the most illustrious dynasty; of that infant who, amidst the *fetes*, of which your meeting seems to form a part, receives, already, with the Great Napoleon, and the august princess, whom he has associated to his high destinies, the homage of love and of respect from all the nations of the empire.”

THE KING'S HEALTH.

" Windsor, July 6.

WE, the underwritten members of the Council appointed to assist Her Majesty in the execution of the trusts committed to Her Majesty, by virtue of the statute, passed in the 51st year of his Majesty's reign, intituled, " An Act to provide for the Administration of the Royal Authority, and for the care of his Majesty's Royal Person, during the continuance of his Majesty's illness, and for the resumption of the exercise of the Royal Authority by his Majesty," having duly met together, on the 6th day of July, 1811, at the Queen's Lodge, near to Windsor Castle, and having called before us, and examined, upon oath, the physicians, and other persons attendant upon his Majesty, and having ascertained the state of his Majesty's health, by all such other ways and means as appeared to us to be necessary for that purpose, do hereby declare and certify, that the state of his Majesty's health, at the time of this our meeting, is not such as to enable his Majesty to resume the personal exercise of his royal functions:

" That his Majesty's bodily health is but little disordered :

" That, in consequence of an accession of mental disorder, subsequent to our report of the 6th of April last, a change took place in the system of management, which had been previously adopted for his Majesty's cure. His Majesty's mental health is represented to us, by all the physicians, as certainly improved since the 6th of April. We are unable, however, to ascertain what would be the effects of an immediate recurrence to any system of management, which should admit of as free an approach to his Majesty's presence, as was allowed in a former period of his Majesty's indisposition.

" Some of his Majesty's physicians do not entertain hopes of his Majesty's recovery quite so confident as those which they had expressed on the 6th of April. The persuasion of others of his Majesty's physicians, that his Majesty will completely recover, is not diminished—and they all appear to agree, that there is a considerable probability of his Majesty's final recovery; and that neither his Majesty's bodily health, nor his present symptoms, nor the effect which the disease has yet produced upon his Majesty's faculties, afford any reason for thinking that his Majesty will not ultimately recover.

(Signed)

" ELDON.
ELLENBOROUGH.
W. GRANT.
C. CANTUAR.
E. EBOR.
MONTROSE.
WINCHELSEA.
AYLESFORD."

(A true copy)

" CHETWYND."

PLATE CCCXLIV.

THE institution which now occupies the edifice represented in the annexed plate is due, originally, to the philanthropy of two deceased chiefs of the Hebrew nation (Messrs. Benjamin and Abraham Goldsmid) aided by the public and professional skill of a gallant admiral (Sir Sidney Smith); and it, subsequently, obtained royal patronage, and official organization.

The object of the Royal Naval Asylum, as described at length in an earlier Volume of the CHRONICLE,* is, the education of children, whose fathers are, or have been, engaged in the naval service of their country: The number of pupils was originally intended to be 1000; but, at present, it is restricted to 650. In our XIXth Volume,† we inserted a “List of the [principal] appointments and officers of the Royal Naval Asylum, with the amount of the salary, perquisites, and emoluments of each office, appointment, or warrant; with the names of the several officers, and the dates of their appointments, as laid before the House of Commons, and ordered to be printed, on the 16th of February, 1808.” It would be uninteresting to mention the details of the expenses incurred for building, &c.; but, from accounts which have been laid before Parliament, it appears that, from August, 1807, to August, 1808, the receipt of cash, including a balance in hand of 3,635*l.* 6*s.* 2*d.* of the grant from Parliament, in 1805, amounted to 34,331*l.*; the whole of which, excepting 1,594*l.* 5*s.* 10½*d.* was expended within that time. The total expense of the establishment, from the 1st of April, 1809, to the 31st of March, 1810, including 30,000*l.* required for building, was estimated at 45,797*l.* 10*s.* 11*d.* This statement, in addition to the document above alluded to, in our XIXth Volume, with the following estimate of the total expenses of the establishment (as laid before Parliament) calculated for 350 children, from the 1st of April, to the 30th of June, 1810; and for 650 children, from the 1st of July, 1810, to the 21st of March, 1811, will furnish the reader with a tolerably correct idea of the nature and plan of the Royal Naval Asylum—an institution which reflects the highest honour on its founders, and on the country at large.

| SALARIES. | | £. | s. | d. |
|-----------------------------|---|--------|----|----|
| To the Governor..... | for his annual Salary | £. 500 | — | — |
| — | for his additional Salary, as half pay, at 12 <i>s.</i> per day | 219 | — | — |
| — Secretary | for his annual Salary | 250 | — | — |
| — | for his additional Salary, as half pay, at 5 <i>s.</i> per day | 91 | 5 | — |
| — Auditor | for his annual Salary | 341 | 5 | — |
| — Chaplain ..... | ..... | 300 | — | — |
| — Surgeon ..... | ..... | 250 | — | — |
| — Steward ..... | ..... | 200 | — | — |
| — Accomptant..... | ..... | 180 | — | — |
| — Surgeon's Assistant ..... | ..... | 126 | — | — |
| — | additional Salary of 2 <i>s.</i> per day | 100 | — | — |
| — ..... | ..... | 36 | 10 | — |
| | | 136 | 10 | 0 |

* Vol. XVIII. p. 199.

| | £. | s. | d. |
|--|-----|----|----|
| To the Secretary's Clerk | 84 | — | — |
| — Steward's Assistant..... | 70 | — | — |
| — Schoolmaster.....at 2s. 6d. per day..... | 45 | 12 | 6 |
| — Four Assistants.....1s. 6d. each | 109 | 10 | 0 |
| — Boatswain of Trade .....2s. | 36 | 10 | — |
| — Corporal of Courts.....1s. 6d. | 27 | 7 | 6 |
| — Porter.....1s. 6d. | 27 | 7 | 6 |
| — Hospital Serjeant .....1s. 6d. | 27 | 7 | 6 |
| — Matron..... | 100 | — | — |
| — Deputy ditto | 50 | — | — |
| — Reading Mistress .. | 25 | — | — |
| — Sempstress | 25 | — | — |
| — Knitting Mistress | 25 | — | — |
| — Cook £20 Two Assistants, at £12 each | 44 | — | — |
| — Laundress 20 Two Assistants, at ..12 each | 44 | — | — |
| — Eight House Nurses at ..12 each | 96 | — | — |
| — Three Hospital Nurses..... at ..14 each | 42 | — | — |

LODGING MONEY.

| | | | | | | |
|---|------|----|---|-------|----|---|
| To the Secretary.....at 2 Guineas per week..... | £109 | 10 | — | 3,131 | 10 | — |
| — Steward 1 Ditto..... | 54 | 15 | — | | | |
| — Accomptant 1 Ditto | 54 | 15 | — | | | |
| — Schoolmaster ...16s. | 41 | 14 | 3 | | | |
| — Secretary's Clerk 16s. | 41 | 14 | 3 | | | |
| — Steward's Assistant 12s. | 31 | 5 | 9 | | | |
| | | | | 333 | 14 | 3 |

PROVISIONS.

For 350 Children, for one Quarter, at £10 3s. per ann. £888 2 6

- 1 Schoolmaster.
- 4 Assistants.
- 1 Secretary's Clerk,
- 1 Steward's Clerk.
- 1 Boatswain of Trade.
- 1 Corporal of Courts.
- 1 Hospital Serjeant.
- 1 Porter.
- 1 Deputy Matron.
- 1 Reading Mistress.
- 1 Sempstress.
- 1 Knitting Mistress.
- 1 Cook.
- 2 Assistants.
- 1 Laundress.
- 2 Assistants.
- 8 House Nurses.
- 3 Hospital Nurses.

32 Inferior Officers for 91 days, at 1s. 6d. per day 218 8 —

1,106 10 6

CLOTHING.

For 180 Boys...for one Year, at £.4 each..... 720 — —
 — 170 Girls3 15 6 641 15 —

- 1 Schoolmaster.
- 4 Assistants.
- 1 Boatswain of Trade.

For 1 Corporal of Courts;
— 1 Hospital Serjeant.

8 Inferior Officers..... at 8 4 6..... 65 16 —

— the Porter..... 10 4 6

£. s. d.

1,437 15 6

COALS.

For the Governor..... Chaldron.. 11 5½ Bushels, for one Year.

| | |
|-------------------------------|--------|
| — Secretary | 9 10½ |
| — Auditor | 9 13½ |
| — Chaplain | 9 10½ |
| — Surgeon | 7 15½ |
| — Assistant Ditto..... | 3 25½ |
| — Steward | 7 15½ |
| — Assistant Ditto..... | 3 25½ |
| — Schoolmaster | 3 25½ |
| — Four Assistants | 8 34 |
| — One Boatswain of Trade.... | 2 8½ |
| — One Corporal of Courts | 2 8½ |
| — One Hospital Serjeant | 2 8½ |
| — One Porter | 3 25½ |
| — One Secretary's Clerk..... | 3 25½ |
| — Matron | 7 15½ |
| — Deputy Ditto | 3 25½ |
| — Reading Mistress | 3 25½ |
| — Sempstress | 3 25½ |
| — Knitting Mistress | 3 25½ |
| — One Cook and two Assistants | 6 25½ |
| — One Laundress and two Do. | 6 25½ |
| — Eight House Nurses | 13 27½ |
| — Three Hospital Do..... | 6 25½ |
| — Secretary's Office | 3 25½ |
| — Kitchen | 43 12 |
| — Laundry | 25 30 |
| — School Rooms | 4 10 |
| — Hospital | 13 — |
| — Refectories | 3 — |
| — Dormitories | 3 — |
| — Bath | 5 — |
| — Store Rooms, &c..... | 5 1½ |

248 17 at £.3 per Chaldron.

745 8 4

Fire-wood

40 0 0

CANDLES.

For the Governor, for one Year 159 lb.

| | |
|---------------------------|------|
| — Secretary | 132½ |
| — Auditor | 132½ |
| — Chaplain | 132½ |
| — Surgeon | 106 |
| — Assistant Do. | 53 |
| — Steward..... | 106 |
| — Schoolmaster | 53 |
| — Secretary's Clerk | 53 |
| — Steward's Assistant.... | 53 |
| — Matron | 106 |
| — Deputy Do. | 53 |

| | |
|-------------------------------|----|
| For the Reading Mistress..... | 53 |
| — Sempstress..... | 53 |
| — Knitting Mistress..... | 53 |
| — Secretary's Office..... | 12 |

1,310½ lb. Moulds, at 12½ d. £69 12 5

| | |
|-------------------------------------|---------|
| For the four School Assistants | 161 lb. |
| — one Boatswain of Trade | 40 |
| — one Corporal of Courts | 40½ |
| — one Hospital Serjeant | 40½ |
| — one Porter | 53 |
| — one Cook and two Assistants | 120½ |
| — one Laundress and two Do... .. | 120½ |
| — eight House Nurses | 322 |
| — three Hospital Nurses | 120½ |
| — Kitchen | 22 |
| — Laundry | 104 |
| — School Rooms | 42 |
| — Refectories | 12 |
| — Dormitories | 30 |
| — Hospital | 60 |
| — Store Rooms, Cellars, &c... .. | 52 |

1,341 lb. Dips, at 11½ d. £65 13 —

| | |
|---------------------------|-------|
| — lighting of Lamps | 101 — |
|---------------------------|-------|

PROVISIONS.

For 650 Children, for three Quarters, at £10 3s. per ann. 4,948 2 6

32 inferior Officers, as specified above,
5 additional Teachers.
5 additional House Nurses.

42 Inferior Officers, for 274 days, at 1s. 6d. per day 863 2 —

CLOTHING.

For 270 Boys, for one year, at £4 per annum each £1,080 — —
— 30 additional Girls..... 3 15 6..... 113 5 —
— 5 additional Teachers..... 8 4 6..... 41 2 6

COALS. C. B.

For 5 additional Teachers, for three Quarters 8 13
5 Ditto House Nurses 6 16 |

14 29 at £3 per Chaldron

CANDLES.

For 5 additional Teachers.. 151 lb.
— 5 House Nurses 151 |

302 Dips, at 11½ per lb.

SALARIES.

For 5 additional Teachers, for 274 days, at 1s. 6d. per day £.102 15 —
— 5 additional House Nurses, for 3 Quarters, at £.12 per annum 45 — |

£. s. d.

236 5 9

5,811 4 6

1,234 7 0

44 8 4

14 15 3

147 15 —

| FURNITURE. | | | £. s. d. | | |
|--|------|-----|----------|--------|------|
| For the Steward's Clerk..... | £.48 | 4 | 6 | | |
| Inferior Officers and Nurses, 10 Sets, at £. 12 per Set | 120 | — | — | | |
| Children, 125 Iron Bedsteads..... at | 2 | 7 | 0 | | |
| Ditto, 125 sets of double bedding .. at | 6 | 0 | 6 | | |
| | | | | 1,215 | 2 — |
| LINEN. | | | | | |
| 60 pair of Sheets for Inferior Officers and Nurses, at 22s. | £.66 | — | — | | |
| 200 Ditto..... for Children | 20 | 200 | — | | |
| | | | | 266 | — — |
| Sundry Necessaries; as Stationary, Stamps, Hardware of all Sorts, Towels, Soap, Starch, Blue, Pins, Needles, Thread, Tape, &c. &c. | | | | 800 | — — |
| Sundry Disbursements by the Governor, and other Officers, together with contingent Expenses of all Sorts | | | | 700 | — — |
| | £. | | | 17,264 | 17 — |
| According to an ESTIMATE submitted to the Board of his Majesty's Commissioners of the Royal Naval Asylum, by Mr. Alexander, the Architect, the Sum required to discharge the Building Expenses for the current year amounts to | | | | 29,523 | 13 1 |
| To which add the above DOMESTIC EXPENDITURE.. | | | | 17,264 | 17 — |
| MAKES THE WHOLE AMOUNT.....£. | | | | 46,788 | 10 1 |

THOMAS B. CLARKE, Auditor.

Naval Poetry.

S O N G.

Tune—" 'Twas when the seas were roaring."

TWAS when a new election
Was coming round again,
Poor C * * * * *, in dejection,
With sighs express'd his pain.
From Dublin, o'er the ocean,
He cast a wistful look;
And, with acute emotion,
Address'd the herring-brook:—

"Some years are gone and over,
In blunder-making lost,
Since I, a luckless rover,
Forsook my native coast:
Cease, cease, thou cruel fluid!
And let a placeman rest;
Or wash—if you can do it—
Remembrance from my breast.

" My tongue I wag no longer,
 No naval news indite—
 An ousted borough-monger
 Is but a sorry sight.
 No minister will ever find
 In Dublin town, or Cork,
 My equal, of the turn-spit kind,
 To do his dirty work.

" How can they say that *natre*
 Gave me a sterile brain ?
 For tho' a tiresome prater
 I did not prate in vain :
 When royalty was pecked at,
 Did I refuse to bark ;
 And was I not selected
 To worry Mistress Clark ? "

All melancholy lying,
 Thus wail'd he for his seat ;
 No consolation spying,
 And scarce a meal to eat :
 When, as a kind assuager
 Of this his mighty grief,
 The thought of turning Guager
 Afforded him relief.

31 July.

S.

NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(July—August.)

RETROSPECTIVE AND MISCELLANEOUS.

NOTHING decisive is yet known in this country, respecting the progress of Mr. Foster's negotiation with the American government.

Russia is, at this time, understood to be very favourably disposed, towards this country: so much so, indeed, that a free commercial intercourse with her is expected. A belief continues to be prevalent, on some parts of the continent, that hostilities will shortly commence between France and Russia. The war has been renewed between the Russians and Turks.

The Duke del Infantado has arrived in England, to succeed Admiral Apodaca, as ambassador from Spain.

A decree has been published in the *Moniteur*, containing some milder regulations respecting officers, prisoners of war. They may now proceed, without escort, to the place marked out for their residence, and they may remain there without being in a state of detention, provided they give their

parole not to depart from the route marked out for them, nor to leave their places of residence.

A letter, dated Toulon, the 11th of July, contains an account of a gallant action between the Guadaloupe, Captain Tetley, and a French corvette of 22 guns, with a xebec, when both effected their escape. The action took place off Cape Creuse. Captain Tetley intrepidly ran his brig alongside the corvette, and silenced him in 20 minutes. Her consort, the xebec, during this time lay on the quarter of the Guadaloupe, pouring in a galling fire, which her attention to the corvette rendered it impossible to return. They both ran away, and succeeded in getting under the protection of the batteries on shore, or they would have been inevitably taken. The first lieutenant (White) and nine men were severely wounded, four of them dangerously: one man was killed, and the hull and sails of the Guadaloupe suffered much damage.

Letters on Service,

Copied, verbatim, from the LONDON GAZETTE.

ADMIRALTY-OFFICE, JULY 30, 1811.

VICE-ADMIRAL SIR JAMES SAUMAREZ, has transmitted to John Wilson Croker, Esq. a letter from Captain Serrell, of H. M. S. Helder, stating his having, on the 10th instant, captured the Flinke Danish privateer boat, having on board one swivel and fifteen men, with small arms.

And also a letter from Lieutenant Templar, commanding the Earnest gun-brig, giving an account of his having, on the 7th instant, captured a French privateer lugger, le Sacripan, of five guns and twenty-eight men.

Rear-admiral Foley has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Moore, commanding H. M. cutter Pigmy, giving an account of his having, in company with the Decoy cutter, run on shore and destroyed a French lugger privateer, between Gravelines and Dunkirk, on the 26th instant.

AUGUST 10.

Extract of a Letter from Captain Brisbane, of H. M. S. the Belle Poule, addressed to Captain Rowley, of the Eagle, the Senior Officer in the Adriatic, and transmitted by Admiral Sir Charles Cotton to John Wilson Croker, Esq.

*H. M. S. Belle Poule, at Sea,
Adriatic, May 6, 1811.*

I have the honour to inform you, that on the 4th instant, being off the coast of Istria, with H. M. S. Alceste in company, at ten A.M. we discovered and chased a large French brig of war, of eighteen guns, which shortly afterwards hauled into the small harbour of Parenza.

Having received intelligence that such a vessel might be expected conveying supplies of all descriptions for the French frigates at Ragusa, which had escaped from the recent gallant action off Lissa, I felt that no means should be left untried to capture or destroy her. After reconnoitring her position, and consulting the pilots, and a most intelligent officer I had on board, Mr. Thomas Boardman, acting lieutenant of the Acorn, who, from his general local knowledge of the Adriatic, had handsomely volunteered his services for the cruise, I found it was impracticable for the frigates to enter the harbour, there being only fifteen feet water in it, but that the brig

might nevertheless be cannonaded with effect where she was then lying; accordingly at three P.M. both ships stood in, within a cable's length of the rocks at the entrance of the harbour, and opened an animated fire on her, and a battery under which she lay, and in an hour obliged her to haul ashore under the town, out of reach of our shot. The ships were frequently hulled by the battery, but sustained no other damage but what could be immediately repaired. All further efforts from the frigates being perfectly useless, I determined on taking possession of an island in the mouth of the harbour, and within musket shot of the town. The ships were anchored, after the close of day, about four miles from the shore, and, about eleven o'clock the same night, two hundred seamen, and all the marines, went under the orders of Lieutenant John M'Curdy, senior lieutenant of the *Belle Poule*, accompanied by the officers and petty officers named in the margin,* and took possession of the island without opposition. With incessant labour, and the most extraordinary exertions, a defence was thrown up, and a battery of four guns (two howitzers and two nine-pounders) mounted on a commanding position by five o'clock. A field piece was also placed at some distance to the left to divide the attention of the enemy, who, aware of our operations, had been busily employed during the night in planting guns in various parts of the harbour. Soon after five A.M. the French opened a cross fire from four different positions, which was immediately returned, and kept up on both sides with great vigour for five hours, when the brig being cut to pieces and sunk, and of course the object of our landing accomplished, the guns, ammunition, &c. were all reembarked, with the most perfect order and regularity.

I have only to lament that this service has not been performed without some loss, but, considering the determined resistance that was made, and the peculiar situation of the place, it is less than might have been expected. We have had four killed and as many wounded belonging to the two ships, a particular list of whom is herewith transmitted.

List of Killed and Wounded belonging to H. M. S. Belle Poule, and Alceste, when destroying a French Brig of War in the Harbour of Parenza, the 4th and 5th May, 1811.

Belle Poule.

Mr. Richard Kelly, gunner, killed on shore; William Johnson, able seaman, ditto on shore; Thomas Griffiths, able seaman, slightly wounded, on board; John Wilkinson, private marine, ditto, on shore.

Alceste.

John Short, private marine, killed, on shore; Henry Collier, private marine, ditto, on shore; John Matt. Betts, yeoman of the sheets, wounded on board; John Jones, able seaman, slightly wounded, on board.

JAMES BRISBANE.

Admiral Lord Gambier has transmitted to John Wilson Croker, Esq. a letter from Captain Parker, of H. M. S. the *Amazon*, giving an account of a gallant and successful attack made, on the 30th ultimo, by the boats of that ship, under the directions of Lieutenant Westphall, on an enemy's convoy near the Penmarks. One of the enemy's vessels having been cut off by the *Amazon*, the remainder, eight in number, ran on shore under the pro-

* *Belle Poule*.—Lieutenants R. Boardman, E. A. Chartres, and A. Morrison; Messrs. Blair, Chapman, Finlay, Maxwell, Hall, and Grose, midshipmen.

Alceste.—Lieutenant Hickman, Mr. Moore, master, Lieutenant Lloyd; Messrs. Adair, Croker, and Reding, midshipmen.

tection of a battery, and of a considerable number of troops; notwithstanding the fire from which, Lieutenant Westphall succeeded in bringing out three and destroying the other five, without any loss on our part.

Vice-admiral D'Auvergne has transmitted to John Wilson Croker, Esq. a letter from Captain Sutton, of H. M. sloop *Derwent*, giving an account of his having, on the 30th ultimo, captured *le Rafleur*, French privateer, of Granville, manned with twenty men, with small arms.

The Vice-admiral also reports that the *Violet* lugger had sent into Guernsey two small enemy's privateers.

AUGUST 6.

Captain Byng, of H. M. S. the *Bellicieux*, has transmitted to John Wilson Croker, Esq. three letters from Captain Harris, of the *Sir Francis Drake*, containing the following reports of the capture or destruction of enemy's vessels in the Indian seas, viz.

One of the 1st August, 1810, giving an account of the capture, off Java, of a Batavian ship of eight guns and thirty-three men; a schooner of six guns and thirteen men; and a coasting vessel, by the *Sir Francis Drake*:

One of the 5th August, 1810, stating the destruction, in Bantam bay, of a French privateer (the number of men and guns unknown), and two gun-boats, carrying four guns each, by the boats of the *Bellicieux* and *Sir Francis Drake*, under the directions of Lieutenant Joseph Prior, of the former ship:

And one of the 1st October, 1810, transmitting an account of the capture or destruction, by the boats of the *Sir Francis Drake*, at different times, between the 9th of August and 8th of September, 1810, of seven Batavian gun-boats, five piratical prizes, and thirty-five Dutch trading vessels.

DOWNING-STREET, AUGUST 10.

A despatch, of which the following is an extract, has been this day received at the Earl of Liverpool's office, addressed to his lordship by Governor Farquhar, dated Port Louis, Isle of France, 2d April, 1811.

I have the honour to inform your lordship, that H. M. S. of war *Eclipse*, Captain Lynne, returned to this port on the 5th ultimo, after having taken possession of the French port of Tamelavi,* at Madagascar, on the 18th February, and landed the detachments from H. M. 22d regiment and Bourbon rifle corps, for the garrison of that island. The French commandant accepted, without opposition, the terms upon which the Isle of France capitulated. The result of this service has freed these seas from the last French flag, and secured to us an unmolested traffic with the fruitful and abundant island of Madagascar.

ADMIRALTY-OFFICE, AUGUST 13.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a letter from the Hon. Captain Dundas, of H. M. S. the *Euryalus*, giving an

* Tamataveh (so called in the East India sailing directory) is a village in latitude about $18^{\circ} 12'$ S. situate on a low point of land, where there is anchorage within the coral reefs, secure from easterly and southerly winds. To the southward of this place, from 3 to 7 leagues distance, several reefs exist about 3 or 4 miles from the shore; and also about 6 miles N.N.E. from Tamataveh, in latitude $18^{\circ} 7'S$.

account of the boats of that ship and the Swallow sloop having, on the 7th of June last, captured, after a long chase, off the island of Corsica, *l'Intrepide*, a French privateer, of two eight-pounders and fifty-eight men. And also a letter from Captain Jackson, of the *Herald* sloop, giving an account of her boats, with those of the *Pilot* sloop, having cut out four coasting vessels from under the town of Monastarrachi, on the 9th of May.

AUGUST 16.

Copy of a Letter from Admiral Sir Charles Cotton, Bart. late Commander-in-chief of H. M. Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. Secretary to the Admiralty, dated San Josef, off Toulon, 5th July, 1811.

SIR,

The Lords Commissioners of the Admiralty will be informed by my despatch, No. 108, of the 4th ultimo, of the state of affairs in Catalonia, up to the 24th May. I have now the honour to transmit accounts of the further events in that quarter, to the 1st instant, contained in the accompanying extracts of communications from Captains Codrington and Adam, and Lieutenant-colonel Green, as set forth in the margin,* by which their lordships will regret to see that the last accounts, brought me this day, by the *Volontaire*, state the town of Tarragona to have been stormed, taken, and set fire to, by the French force under Suchet, on the 28th June.

I have the honour to be, &c.

CHARLES COTTON.

No. I.

SIR,

Intincible, Tarragona Roads, June 5, 1811.

On the 28th, in the morning, the enemy opened his fire on Fort Olivo, from two batteries, one of four guns and a mortar; the other of three guns and a howitzer, placed on the flank of the fort. About mid day of the 29th, Colonel Green examined the works of the Olivo, owing to a report from an officer that its defences were in a bad state, and he found them very much destroyed. At night, it was intended to substitute the regiment of Almeria for that of Iberia, which had been hitherto in the fort; and after dark the former regiment was marched out of the town for that purpose; but I am sorry to say the enemy found means to mingle himself with that regiment, and he got possession of the Olivo without firing a shot, making nine hundred men prisoners.

The enemy's force, at present, is considered to be between ten and eleven thousand men; he is supposed to have lost four thousand since the commencement of the siege in killed and wounded and deserters.

The Spaniards, including the prisoners made at the Olivo, have lost about three thousand,

I have the honour to be, &c.

Admiral Sir Charles Cotton, Bart. &c.

CHARLES ADAM.

No. II.

SIR,

Tarragona, 11th June, 1811.

The small advanced work on the sea beach, called the *Francoli*, was

* Captain Adam, 5th June, No. 1; Lieutenant-colonel Green, 11th June, No. 2; Captain Codrington, 15th June, No. 4; 23d June, No. 6, 29th June, No. 7.

destroyed in four hours by the batteries thrown up in the night of the 6th instant, but its situation was such as always to have made its tenure very uncertain, by being very much detached. On this occasion, the conduct of the Spanish troops was particularly gallant, all the men who occupied the Francoli, to the amount of about one hundred and forty-five, being either killed or wounded, and the officer in command having left the fort the last person. The enemy has since made several attempts to carry these works, which protect the communication between the sea and the town, but by the vigilance and bravery of Brigadier Sarshfield, who commands these defences, they have been repulsed with considerable loss, and, indeed, in one instance, though the enemy had rallied three times, he was completely defeated in his object. But the very hard work by day, in constructing works for the support of the lines, which becomes necessary, in consequence of the radical defects of the fortifications, and the constant alarms and attacks by night, causes serious anxiety for the earliest relief.

I have the honour to be, &c

Admiral Sir Charles Cotton, Bart.

E. R. GREEN.

No. IV.

SIR,

Blake, off Villa Nueva, 15th June, 1811.

As Captain Adam has informed you of the occurrences at Tarragona, during my absence, up to the 5th June, I have only to add, that, although the French have advanced their works to within half pistol-shot of the lines of the Puerto, besides having entirely destroyed the battery of Francoli, and formed a post under the position of its ruins, they have been beaten off with very serious loss on their part in some desperate attempts to storm the Orleans and Saint Joseph batteries; and that the Spaniards under General Sarshfield have made several successful sorties with the few troops that could be spared for the purpose. My last letter to you, dated 15th May, will have informed you of my intention of proceeding to Valencia and Alicante with General Doyle, and I have now to make known to you the successful result of our visit to those places.

Leaving Tarragona on the 16th, we reached Peniscola on the forenoon of the 17th, where, finding the *Invincible* with four empty transports, bound to Carthagena, I directed Captain Adam to remain until he heard further from me. From thence General Doyle wrote to General O'Donnell an account of the situation of Tarragona, and of my detaining Captain Adam at Peniscola, in readiness to receive any reinforcements which he might be pleased to send to that garrison. Upon our arrival at Murviedra, we found General O'Donnell had already ordered the embarkation of two thousand three hundred infantry, and two hundred and eleven artillery men, &c. &c. which, by the zeal and exertion of Captain Adam, who received seven hundred of them on board the *Invincible*, were safely landed at Tarragona on the 22d.

Delivering to General O'Donnell two thousand stand of arms, accoutrements, and clothing, to enable him to bring into the field as many of the recruits already trained as could supply the place of the regular soldiers thus detached from his army, we proceeded to Valencia, and landed the remainder of our cargo; by which means the troops of General Villa Campa, then dispersed as peasantry for want of arms, were enabled again to take the field, and the corps of Mina, Empecinado completed in all the requisites for active warfare, and the army of Aragon thus brought forward to act in concert with the movements of that of Valencia.

At Alicante we procured as many necessary materials for Tarragona as the ship would actually stow, besides eighty artillery men, and a considerable

quantity of powder, ball-cartridge, lead, &c. &c. sent in the Paloma Spanish corvette from Carthagena, in company with a Spanish transport from Cadiz, deeply laden with similar supplies. As it was impossible to receive these stores on board the Blake, they were conveyed, at my request, in the Paloma, with the ship under convoy, directly to Tarragona.

After returning to Valencia, where we landed the additional arms, &c. for the Aragonese army, we moved on to Murviedro, where the Count of Bisbal proceeded from Valencia to join us in a consultation with his brother, although, on account of his wound, he was very unfit for such a journey. The result of this conference was, a determination, on the part of General O'Donnell, to commit to my protection, for the succour of Tarragona, another division of his best troops, under Major-general Miranda, consisting of four thousand men, whilst he himself would move forward with the remainder of his army to the banks of the Ebro; where, in concert with the Aragonese division, he might threaten, and perhaps destroy, the different depôts of General Suchet.

I therefore hastened to Tarragona, to collect the necessary shipping, for the purpose of giving action to these liberal and patriotic intentions. Again, fortunately meeting the Invincible on the night of the 6th, I directed Captain Adam to anchor at Peniscola, and wait my return to that rendezvous in company with Captain Pringle, whom I ordered to do the same with the Sparrowhawk and the transport William, whenever he should have landed the mortars, &c. at Valencia, with which he was charged.

On the morning of the 7th we reached Tarragona, landed the whole of our cargo in the course of the night; and, after a consultation with General Contreras, again left that anchorage at ten o'clock in the forenoon of the 8th, taking the Paloma along with us.

We reached Peniscola on the noon of the 9th, where the Invincible had already anchored with the four transports, and were joined on the 10th by the Centaur, Sparrowhawk, and William transport.

From the critical situation of Tarragona, I left orders with Captain Bullen, that whatever ships of war might arrive before my return, should join me immediately; and to Captain White's promptness in obeying this order, and consenting in common with Captain Adam and myself, to receive each a battalion of eight hundred troops, with the proper proportion of officers, I am indebted for the power of embarking the whole four thousand on the forenoon of the 11th, and landing them at the garrison of Tarragona during the night of the 12th.

As soon as the troops were ready for embarkation at Peniscola, I sent the Sparrowhawk forward to prepare the garrison, and also the Marquis of Campo Verde for our arrival, and in consequence of the Marquis's letter, in answer to General Miranda, requested I would again embark his division for the purpose of joining the Marquis in the neighbourhood of Villa Neuva de Sitges, in order to threaten the flank of the besieging army. And this further service was so speedily executed by means of the boats of the squadron, that the whole division was again safely landed at this place, on the evening of yesterday, from whence it marched this morning for Villa Franca, intending to join the Marquis of Campo Verde, to-morrow, at Igualada.

I have the honour to be, &c.

Admiral Sir Charles Cotton, &c.

EDWARD CODRINGTON.

No. VI.

SIR,

Blake, in Tarragona Roads, June 23, 1811.

Besides employing the gun-boats and launches during the whole of every night, in annoying the enemy's working parties, I have supplied the garrison

with above three thousand sand-bags made by the squadron, and sent all the women, children, and wounded people, by the transports to Villa Neuva, added to which, the boats of the squadron, under the particular directions of Captain Adam, but assisted by Captain White and myself, took off above two hundred men who retreated to the Mole after the French had taken the batteries, and who were safely landed again, during the night, at the Milagro, that is, within the works on the east side of the town. And in order to counteract the depression which might ensue from the extensive and unexpected advantages gained by the enemy on the night of the 21st.

I yesterday led the squadron as near to the Mole and Puerto as could be done with safety, and drove the enemy from the advanced position they had taken. This position, which was taken with the view of picking off the artillerymen at their guns, as they did on the lines of the Puerto, was immediately afterwards, and still remains, occupied by the Spanish Guerillas.

But the French are making a work near the Fuerte Real battery, from which they will quickly breach the wall of the town, and are digging their trenches in such a direction as will secure them from the fire of the shipping; in the mean time they are destroying the custom-house, the large stores, and all the buildings of the Puerto, in order, I presume, to ruin the place as much as possible; and I have no doubt but the town will share the same fate, if it should unfortunately fall into their hands.

The Baron d'Eroles has taken a convoy of five hundred mules laden, and destroyed some of the escort.

The exertion and ability of the French in besieging this place has never, I believe, been exceeded, and, I trust, the brave garrison will still make a defence worthy the brilliant example which has been set them in some other parts of the Peninsula. But I am sorry to say the safety of the place now seems to depend particularly upon the army of the Marquis of Campo Verde; and, I fear, the town will eventually fall a prey to the merciless and sanguinary enemy, who has so greatly circumscribed its means of defence.

I have the honour to be, &c.

Admiral Sir Charles Cotton, &c.

EDW. CODRINGTON.

No. VII.

SIR,

Blake, off Tarragona, 29th June, 1811.

Yesterday morning, at dawn of day, the French opened their fire upon the town; about half-past five in the afternoon a breach was made in the works, and the place carried by assault immediately afterwards. From the rapidity with which they entered, I fear they met but with little opposition; and upon the Barcelona side a general panic took place. Those already without the walls stripped and endeavoured to swim off to the shipping, while those within were seen sliding down the face of the batteries; each party thus equally endangering their lives more than they would have done by a firm resistance to the enemy.

A large mass of people, some with muskets and some without, then pressed forward along the road, suffering themselves to be fired upon by about twenty French, who continued running beside them at only a few yards distance. At length they were stopped entirely by a volley of fire from one small party of the enemy, who had entrenched themselves at a turn of the road, supported by a second a little higher up, who opened a masked battery of two field pieces. A horrible butchery then ensued; and shortly afterwards the remainder of these poor wretches, amounting to above three thousand, tamely submitted to be led away prisoners by less than as many hundred French.

The launches and gun-boats went from the ships the instant the enemy were observed by the *Invincible* (which lay to the westward) to be collecting in their trenches; and yet, so rapid was their success, that the whole was over before we could open our fire with effect.

All the boats of the squadron and transports were sent to assist those who were swimming or concealed under the rocks; and, notwithstanding a heavy fire of musketry and field-pieces, which was warmly and successfully returned by the launches and gun-boats, from five to six hundred were then brought off to the shipping, many of them badly wounded.

I cannot conclude my history of our operations at Tarragona, without assuring you, that the zeal and exertion of those under my command, in every branch of the various services which have fallen to their lot, has been carried far beyond the mere dictates of duty.

The *Invincible* and *Centaur* have remained with me the whole time immediately off Tarragona; and Captains Adam, White, and myself have passed most nights in our gigs, carrying on such operations under cover of the dark as could not have been successfully employed in sight of the enemy; I do not mean as to mere danger, for the boats have been assailed with shot and shells both night and day, even during the time of their taking off the women and children, as well as the wounded, without being in the smallest degree diverted from their purpose.

It is impossible to detail in a letter all that has passed during this short, but tragic period. But humanity has given increased excitement to our exertions; and the bodily powers of Captain Adam have enabled him, perhaps, to push to greater extent that desire to relieve distress, which we have all partaken in common.

Our own ships, as well as the transports, have been the receptacles of the miserable objects which saw no shelter but in the English squadron; and you will see by the orders which I have found it necessary to give, that we have been called upon to clothe the naked, and feed the starving, beyond the regular rules of our service.

Our boats have suffered occasionally from the shot of the enemy, as well as from the rocks from which they have embarked the people; amongst others the barge of the *Blake*, which, however, I was so fortunate as to recover after being swamped and upset, in consequence of a shot passing through both her sides, with the loss of only one woman and child killed out of twelve, which were then on board in addition to her crew. But the only casualty of importance which has happened in the squadron is that which befel the *Centaur's* launch, on the evening of the 28th, and I beg to refer you particularly to the observations of Captain White, respecting Lieutenant Ashworth, whose conduct and whose misfortune entitle him to every consideration.

I have the honour to be, &c.

EDWARD CODRINGTON.

Captain Codrington further states, that he had received intelligence that General Contreras was wounded and made prisoner, and that the general personally distinguished himself; that the governor (Gonzalez) with a handful of men, defended himself to the last, and was bayoneted to death in the square, near his house; that man, woman, and child were put to the sword upon the French first entering the town, and afterwards, all those found in uniform or with arms in their houses; and that many of the women, and young girls of ten years old, were treated in the most inhuman way; and that after the soldiers had satisfied their lust, many of them, it was reported, were thrown into the flames, together with the badly wounded Spaniards; one thousand men had been left to destroy the works; the whole city was burnt to ashes, or would be so, as the houses were all set fire

to; the only chance in their favour was the calm weather, and the sudden march of the French, by which some houses might escape.

GENERAL MEMORANDUM.

Whereas from the present distressed situation of Tarragona, many families may be obliged to embark without the necessary means of existence; until they can be conveyed to other places on the coast, where the customary generosity of the people will ensure them a share of what they may have for their own subsistence:

It is my direction, that the ships of the English squadron furnish them with such provision, for the time of their embarkation and transport, as the humanity and liberality of our country will dictate.

A separate account of the provision so expended is hereafter to be given to me, regularly signed by the proper officers, for the information of the victualling board, instead of the people being borne for victuals as passengers usually are.

EDWARD CODRINGTON.

Blake, in Tarragona Roads, 25th June, 1811.

GENERAL MEMORANDUM.

Whereas in consequence of the town of Tarragona being taken this evening, by assault, numbers of the troops and inhabitants have been received on board the different ships and vessels of the squadron, perfectly naked; it is my direction, that they may be supplied with such articles of cloathing as a due regard to decency and humanity may absolutely require.

EDWARD CODRINGTON.

Blake, in Tarragona Roads, 28th June, 1811.

List of Killed and Wounded belonging to H.M.S. Centaur, in action with the French Troops on the Beach near Tarragona, the 28th June, 1811.

Ship's Launch.—2 killed, 3 wounded.

Officer wounded.—Mr. Henry Ashworth, lieutenant, dangerously.

Seamen Killed and Wounded.

Killed.—Henry Bakebury, ordinary seaman; David Toole, ditto.

Wounded.—John Hughes, quarter-master, lost his left arm; William Lubec, ordinary seaman, slightly on the shoulder.

Total.—2 seamen killed; 1 lieutenant, 1 quarter-master, 1 seaman, wounded.

JOHN C. WHITE, Captain.

To the above return I beg leave to add, that Lieutenant Ashworth's excellent character and conduct makes me feel most sincerely for his present sufferings; and that there is great room to apprehend the dangerous wound he has received in the knee-joint, by a cannon-shot, may render amputation necessary; in the present state of his wound, a stiff joint is the most probable cure to be expected.

JOHN C. WHITE, Captain.

Centaur, off the Coast of Catalonia, July 1, 1811.

Promotions and Appointments.

Admiralty-office, August 1, 1811.

This day, in pursuance of the pleasure of his Royal Highness the Prince Regent, in the name, and on the behalf, of his Majesty, the following Flag officers of his Majesty's Fleet were promoted, viz.

Vice-admirals of the Blue.—Henry D'Esterre Darby, Esq. Edward Bowater, Esq. George Palmer, Esq. William O'Bryen Drury, Esq. William Essington, Esq. to be Vice-admirals of the White.

Rear-admirals of the Red.—Francis Pender, Esq. William Albany Otway, Esq. George Lunsdaine, Esq. Sir Samuel Hood, Bart. and K.B. Henry Nicholls, Esq. Herbert Sawyer, Esq. Davidge Gould, Esq. Sir Richard Goodwin Keats, K.B. to be Vice-admirals of the Blue.

Rear-admirals of the White.—Robert Watson, Esq. Right Hon. Alan Hyde Lord Gardner, Manley Dixon, Esq. George Losack, Esq. William Mitchell, Esq. George Hart, Esq. Thomas Bertie, Esq. to be Rear-admirals of the Red.

Rear-admirals of the Blue.—John Laugharne, Esq. William Hargood, Esq. George Gregory, Esq. John Ferrier, Esq. Richard Incedon Bury, Esq. Robert Moorsom, Esq. Sir Charles Hamilton, Bart. Hon. Henry Curzon, to be Rear-admirals of the White.

And the under-mentioned Captains were, also, appointed Flag-officers of his Majesty's Fleet, viz.

Alexander Fraser, Esq. Benjamin Hallowell, Esq. George Johnstone Hope, Esq. Right Hon. Lord Amelius Beauclerk, William Taylor, Esq. James Nicoll Morris, Esq. George Burdon, Esq. William Brown, Esq. Thomas Byam Martin, Esq. John Lawford, Esq. Frank Sotheron, Esq. Thomas Wolley, Esq. to be Rear-admirals of the Blue.

Captain William Bligh has also been appointed Rear-admiral of the Blue, by a commission dated the 31st July, 1810, and placed on the list accordingly.

His Royal Highness the Prince Regent, in the name, and on the behalf, of the King, has been pleased to appoint William Johnstone Hope, Esq. the Right Hon. Lord Henry Paulet, George Cockburn, Esq. and Samuel Hood Linzee, Esq. to be Colonels in his Majesty's Royal Marine Forces, in the room of Benjamin Hallowell, Esq. George Johnstone Hope, Esq. the Right Hon. Lord Amelius Beauclerk, and James Nicoll Morris, Esq. appointed Flag-officers of his Majesty's Fleet.

Admirals appointed.

Vice-admiral Sir Samuel Hood, K.B. is appointed Commander-in-chief in the East Indies. Sir Samuel will take his departure from hence in the Owen Glendour frigate, Captain Hodgson.

Rear-admiral Hallowell has hoisted his flag on board the Tigre, at Spithead.

Captains, &c. appointed.

Captain Thomas Surridge, to the William and Mary yacht; Graham Moore, to the Royal Sovereign yacht; Pultney Malcolm, to the Royal Oak; Hon. Anthony Maitland, to the Pique; Spelman Swaine, to the Talbot; Robert Forbes, to the Favourite; John Smith, to the Beagle; Frederick William Bourgoyne, to the Tyrian; John Carter, to the Orestes; Henry Thompson, to the Portia; James Tomkinson, to the Parthian; Thomas Wells, to the Phipps; David Milne, to the Impetueux; Henry Prescott, to the Fylla; Lord Colville, to the Swiftsure; A. Adderley, to the Eclair; Thomas Percival, to the Echo; Cuthbert Hickens, to the Zephyr; Samuel Grove, to the Strombolo; Joseph Sydney Horton, to the Alfred; John Harvey, to the Royal Sovereign; P. Campbell, to the Leviathan; ——— Watson, to the Implacable; ——— Halliday, to the Tigre; ——— Webley, to the Minden, in the East Indies, the flag-ship of Sir Samuel Hood; ——— Wyndham, to the Hawke; Sir R. King, Bart. to the San Josef; ——— Lunley, to the

Crocodile; F. G. Dickins, Hon. H. Dawson, W. B. Dolling, — Lape-
notiere, — Clements, — Hart, — D'Auvergne, and — Bowker,
promoted to the rank of Post Captains.

Captain Mereton, of the Hon. Company's service, who so gallantly
defended the Ceylon, is appointed superintendent of marine at Bombay.

Lieutenants appointed.

Jos. Birch, to the Redpole; R. H. Drake, to the Pompée; Wm. Truss,
to the Ulysses; W. B. Johnstone, to the Britomart; Peter Trupps, to the
Phipps; Chas. Letch and Rob. Folliot, to the Hermes; Sam. Roscow (2),
to the Rifleman; Wm. Kitchen, to the Bellona; Edw. Grimes, to the
Podargus; Robert Carr, to the Egmont; Robert R. Felix, to the
Vautour; Thomas Southey, P. Le Vesconte, Robert Caulfield, H. W.
Hoare, and R. C. Dobree, to the Elephant; John William Templeman,
to the Orlando; J. S. Stokes, to the Raven; Charles Williams, to the
Kite; Thomas Clark, to the Zealous; Rowland Milner, to the Volcano;
Thomas Sanders, to the Seine; W. J. Cole, to the Crocodile; Richard
Edwards, to the Melpomene; Charles Cobb, to the Castilian; George
Bulley, to the Colossus; William Andrews, to the Barbadoes; A.
McKillop, to the Providence armed ship; Thomas Strong, to the Tisi-
phone; Thomas M. Blainey and Edmund Malone, to the Colossus;
Thomas Parker, S. Popham, J. Smith, Peter Maigny, and William Smith
(4), to the Swiftsure; James William Eagle, to the Beagle; Thomas
Jones (2), to the Briseis; Henry Hoskin, to the Chanticleer; Andrew
Morris, to the Courageux; Peter P. James, to the Experiment; Robert
Cruse, to the Vestal; Joseph Patté, to the Oberon; William Dumbreck,
to the Plover; J. P. Dutton, to the Pique; Samuel Thomas Carter, to
the Sophie; Thomas Stevenson, to the Gladiator; William Sturgess, to
the Africaine; W. West, to the Berwick; Andrew Vincent, to the
Norge; Sir William Burnaby, Bart. to the Port Mahon; James Bryce,
to the Conquestadore; James Atkins (2), to the Snake; Henry Mercer,
to the Hermes, ——— Wintle, to the Frolic; Jeremiah Brown, from
the Royal William, to command the Sylvia cutter; ——— Andrews,
to the Africaine; ——— Savage, to the Barbadoes; ——— Steven-
son, to the Gladiator; ——— Strong, to the Tisiphone; ———
Gordon, to the Vestal; ——— Smart, to the Cleopatra; T. Major,
to the North Star; C. Parker, to the San Josef; ——— Duel, to the
Podargus; ——— Beltchier, to the York; Rowl. Mainwaring, to the Mené-
laus; ——— French, to command the Basilisk; ——— Dutton, to command
the Flamer; G. Bulley, to the Poitiers; Samuel Leslie, of the Chiffonne,
for his gallant conduct in the Persian Gulph, to the rank of commander,
and to command the Wilhelmina, at Penang; Joseph Prior, to the rank
of commander, and to command the Arrogant, at Bombay; John Gil-
mour, who was first lieutenant of the Caroline, at the capture of Banda,
to the rank of commander; the Hon. ——— Peachy, to the rank of
commander, and to command the Hecate, in the East Indies; S. Browne
(the inventor of the iron cables), J. B. Curran, ——— Southey, James
Bremer, and ——— Tullidge, to the rank of commander.

Commissioners of Dock-yards.

Commissioner Lobb, from Gibraltar to Sheerness, in the room of
Admiral Brown; Commissioner Percy Fraser, to Gibraltar; Captain
Bayutun, Paying Commissioner at Plymouth, to Malta; and the Hon.
Captain P. Wodehouse, to Halifax, in the room of Commissioner Ingle-
field, who retires.

Elizeus Jessep, Esq. clerk of the cheque at Deptford victualling-yard,
is appointed storekeeper at Sheerness dock-yard, in the room of W. God-
dard, Esq. deceased.

W. Manly, Esq. storekeeper, is appointed clerk of the cheque; and Anthony Brady, Esq. storekeeper of Deptford victualling-yard.

Pursers.

Mr. Bishop, to the Wolf sloop, building at Woolwich; Mr. Jewell, to the Tigre; Mr. Benjamin Jennings, to the Barham; Mr. W. C. Grout, to the Crown.

Mr. Seward, purser of the Caroline, to be naval storekeeper at Penang.

A. Murray, Esq. to be secretary to Admiral Hallowell.

Masters, &c. appointed.

John Pedlar, to the Zealous; William Glen, to the America; William Ross, to the Swiftsure; W. T. Baker, to the Pylades; R. L. Hicks, to the Portia; John Lethiney, to the Brisk; R. Lessley, to the Pique; Henry Thong, to the Owen Glendower; Arthur Richards, to the Melpomene; James Barrie, to the Hermes; J. F. Brooks, to the Albacore; John Tilly, to the Africaine; Richard Talbot, to the Seine; George Stuart, to the Leopard; R. Brown, to the Tigre; Thomas Greensill, to the Royal Oak; John Hales, to the Manilla; F. Lappenburg, to the Recruit; Charles Clayton, to the Berwick; James Kegie, to the Leveret.

List of Midshipmen passed in the last Month.

Sheerness.—E. F. Stanhope, J. L. Bishop, W. E. Amiel, F. P. Robinson, G. W. Appleby, J. Edwards, William M'Farlane, Henry Brooke, William Moriarty, J. Carfrae, William Trotter, Benjamin Thomas.

Portsmouth.—John Butcher, J. T. Harvey, H. Donaldson, A. Burtram, John Pigot, Robert Otway, Robert Dodd.

Plymouth.—William Gould, C. K. Dow.

Surgeons.

Robert Swann, to the Nyaden; John Workman, to the Nyaden; Thomas Gray, surgeon of the Island of Anholt; William Mackay, to the Reasonable; Edward James, to the Crocodile; J. G. Williams, to the Poitiers; G. P. M. Young, to the Crocodile; Thomas Dear, to the Helena; James J. Inger, to the Goshawk; Henry Plowman, to the Barfleur; William Wilson, to the St. Alban's; John Scott, to the Volage; A. B. Grenville, to the Redpole; John Ingledew, to the Pique; James Moffatt, to the Africaine; James Browne, to the Mosquito; James Twaddell, to the Parthian; J. E. Anderson, to the Mutine; John Reynolds, to the Fylla; William Henderson, to the Tigre; Morgan Williams, to the Oiseau; J. C. Jones, to the Quebec; James Duthie, to the Castilian.

Assistant Surgeons.

Constantine O'Triell, to the Thesus; W. S. Burn, to the Elephant; Charles Quesnel, to be hospital mate at Stapleton; William Cuddie, to be an assistant of the Hindostan; William Rowland, to the Cleopatra; Robert Bell, to the Vesta schooner; John Baiston, to the Unicorn; Josh. Field, supernumerary to Mediterranean; William Rogers, to the Barfleur; Charles Tracey, to the Diadem; Joseph M'Leod, to the Diligent store ship; Gifford Cuming, to the Porpoise; James Lowe, to the Constant gun-brig; G. Irvine, to the Menelaus; J. M. Madden, to be hospital mate at Portchester; R. H. Ffeely, to be ditto at the Cape; H. Henderson, to be assistant of the Elephant; John Laird, to the Armada; William Bland, to the Owen Glendower; E. C. Bacon, to the East Indies, as supernumerary; Matthew Little, to the Swiftsure; John Wallace, to the San Josef; A. M'Naughton, to the Monmouth; Archibald Ferguson, to be hospital mate at Yarmouth.

BIRTHS.

July 31, at Fareham, the lady of Captain Nash, of H. M. S. *Revenge*, of a son.

At Fair Oak, near Petersfield, the lady of the Hon. Captain Paget, R.N. of a son.

August 16, at Mile-end, near Portsmouth, the lady of Captain W. Elliot, R.N. of a son.

August 2, in the Close, Westminster, the Countess of Northesk, of a daughter.

August 12, at Southsea, near Portsmouth, the lady of Captain Britain, of the royal marines, of a daughter.

August 13, at Blackheath, the lady of Captain John Lawrence, of H. M. sloop *Fantome*, of a son.

August 21, in Old Quebec-street, Oxford-street, the lady of T. Goddard, Esq. R. N. of a son.

MARRIAGES.

At Calcutta, Sir W. G. Keir, adjutant-general of his Majesty's troops in India, to Miss Rebecca Jackson, daughter of the late Captain J. Jackson, R. N.

At Stoke church, Plymouth, Mr. Shepherd, clerk in the Dock-yard, to Miss Polyblank, daughter of Mr. Polyblank, quarter-master in the same arsenal.

Captain James Cock, of the Townshend packet, to Miss Susan Harris, daughter of Captain Harris, of Falmouth.

Mr. Payne, clerk, in his Majesty's dock-yard, to Miss Baldy, daughter of Mr. Baldy, of the dock-yard, Portsmouth.

Mr. Gooch, assistant-surgeon at Haslar hospital, to Miss Edwards, daughter of Lieutenant Edwards, R.N. of the same establishment.

William Christy, Esq. purser of H. M. S. *Poitiers*, to Miss Wilson, daughter of the late Samuel Wilson, of South-Sea-lodge, near Portsmouth.

At Iddesleigh, Devon, Captain Francis Hole, of the royal marines, to Louisa, only daughter of Hugh Mallet, Esq. of Ash-house.

July 21, at Kingston church, John Howatson, surgeon, Royal Naval hospital, Haslar, to Miss Pearson, of Dumfries, N.B.

July 22, at Greenock, Alexander Watt, ship master, to Rachel MacEwan, daughter of William MacEwan, merchant, Edinburgh.

July 30, at Edinburgh, John Lumsden, of Glasgow, to Isabella Littlejohn, daughter of Captain Adam Littlejohn, R.N.

July 31, at Stoke church, Plymouth, Lieutenant Blackler, R. N. to Miss Sibella Soady, fifth daughter of Mr. William Soady, of Plymouth.

August 2, at North Leth, W. A. Davies, Esq. of Portsmouth, secretary to Vice-admiral Otway, to Eleanor, third daughter of Alex. Bonthronne, Esq. of Bathfield-house, near Newhaven.

August 15, S. P. Pleydell, Esq. of the royal marines, to Miss Mary Jane Take.

August 21, Archibald Anderson, Esq. of the East India Company's service, to Elizabeth, youngest daughter of the late Captain David Thompson, of the Earl of Dartmouth East Indiaman.

OBITUARY.

Lately, at Guadaloupe, after a long illness, Captain Hendrie, of H. M. sloop *Sirar*.

At Barbadoes, in consequence of a wound he received in a duel with an officer of one of the West India regiments, Lieutenant Henly, of H. M. S. *Charybdis*.

Lieutenant Ashford, of H. M. S. Centaur, of wounds he received at Taragona.

Lieutenant Le Blanc (nephew of Sir Simon Le Blanc), of the Fearless mortar brig, of wounds he received at Cadiz.

At Gosport, in her 13th year, Frances, second daughter of Mr. Richard Gilbert, purser, R.N.

At his father's house, West Cowes, Isle of Wight, Lieut. Jas. Gill, R.N.

At Sheerness, Wm. Goddard, Esq. store-keeper of the dock-yard.

At Deptford, Kent, aged 79, Gilbert Ferguson, Esq. late head surveyor of shipping to the Hon. East India Company.

At Malden, in Essex, aged 33, Mrs. M. A. Williams, relict of the late Captain Williams, of the royal navy, and eldest daughter of Jonathan Page, Esq. of Great Smith-street Westminster.

Suddenly, in Durnford-street, Stonehouse, Mr. J. Rogers, agent for French prisoners of war.

At sea, on board H. M. S. Claudia, Mr. R. Goodman, son of the late Rev. Godfrey Goodman, rector of Kemerton, Gloucestershire.

In India, Captain Henry King, of the country sea service.

On the evening of March 6, Vice-admiral William O'Brien Drury, commander-in-chief in the East Indies.—He had not been in good health since he arrived in that country; but the severe illness immediately preceding his death was only of 24 hours duration. He was waiting the arrival of some ships from Bencoolen, to proceed, with the expedition, against Java; and had, two days previously, fixed, that the expedition should sail on the 13th; and, it is a singular circumstance, that the Minden, 74, which had been fitted out, at Bombay, for his flag, and the arrival of which, at Madras, he had, for several days, been so anxiously expecting, appeared in the offing just as he expired. His remains were interred in St. Mary's church, Madras, on the following evening, with every mark of honour and respect. The flags of the garrison, naval hospital, admiralty office, and ships in the roads were flying half-mast high, during the whole day. Shortly after three o'clock the troops destined to form the procession arrived at the Garden-house. His Majesty's 14th, 59th, and 69th regiments, with two squadrons of horse artillery, and eleven field-pieces, furnished with three rounds of blank cartridge, together with four troops of H. M.'s 22d light dragoons, the whole under the command of Major-gen. Wetherall, were appointed to escort the body to the fort. About five o'clock the Hon. the Governor, attended by the whole of the body guard, arrived, and, shortly after, the corpse was placed on a car, ornamented with plumes and other insignia, appropriate to the melancholy occasion—the lieutenants and junior officers of the fleet, with about one hundred and fifty seamen, preceded the car. The Honourable the Governor, the Honourable the Chief Justice, his Excellency the Commander-in-Chief, the members of government, the Hon. Sir Francis Macnaghten, Maj.-gen. Cowdie, Maj.-gen. Trapaud, and the whole of the civil, naval, and military officers at the presidency, followed in the procession, which was announced by minute guns from the fort and his Majesty's squadron, which were continued until the body was deposited in the grave. On the arrival of the head of the column at the Fort Bridge, the troops formed a street, through which the procession passed. His Majesty's 89th regiment formed the street from the Wallajah to the church gate, where the body was taken from the car, and carried into the church by the bargemen attached to his Excellency; Captain Drury following as chief-mourner, and the captains of the squadron supporting the pall.—The band of his Majesty's 14th regiment, and the band attached to the garrison, played several solemn pieces of music during the procession. At the church-porch, the body was received by the Rev. E. Vaughan and the Rev. J. Mosely, who read the funeral service in the

most impressive manner, which was followed by an anthem selected for the occasion. On the body being lowered into the grave, the horse artillery fired three rounds, and the minute guns ceased. It was near eight o'clock before the service concluded.

Admiral Drury was a native of Ireland, we believe of the city of Cork, where his connexions live in the first respectability. Early in life, he married a daughter of General Vallancey, of the Engineers, so celebrated for his researches into the Celtic language and antiquities, the remains of the ab-original inhabitants of these islands, and of the western continent of Europe. By this lady he has had a large family, some of whom are in the royal navy.

Admiral Drury was one of those officers, not singular in the British Navy, who, having acquired a high professional reputation, had not been fortunate enough to make any of those captures which enable so many others to sustain, with splendor, the honours acquired by their valor. He had distinguished himself, on several occasions, at the close of the American war, and in the late war; most particularly in the action off Camperdown, under Lord Duncan, in which he commanded the *Powerful*, of 74 guns.—During the peace that followed the American contest, he commanded the *Spitfire*, guard-ship, at Cork, and was, afterwards, frequently stationed there, when the south-west coast of Ireland became so great an object of naval care, subsequently to the French expedition to Bantry Bay, under General Hoche and Admiral Morard de Galles. From the *Spitfire*, he was removed into the *Trusty*, of 50 guns, and thence into the *Powerful*.

This officer obtained post rank on the 18th of January, 1783; was made a rear-admiral on the 23d of April, 1804; and a vice-admiral on the 31st of July, 1810.

On the 27th of July, Mrs. Elizabeth Allen, wife of Mr. George Allen, of Greenwich, and sister of Major Roby, R.M.

On the 19th of August, at Deane, Hants, Captain Earle Harwood, R.M.: second son of Mr. John Harwood, of that place.

June 24, on board H. M. S. *Caledonia*, Mr. W. Barlow, midshipman, in the 19th year of his age, second son of Sir George Barlow, Bart. governor of Madras. His death was occasioned by a fall from the mast-head of that ship. He was buried at Cadiz, with military honours, and his funeral attended by Admiral Sir Edward Pellew, Bart. and all the officers of the *Caledonia*.

July 22, at Brook, near Titchfield, Hants, George Fownes Wingrove, Esq. lieutenant-col. of the royal marine forces.

July 24, at Paris, Elizabeth, the wife of the Russian Admiral Chitchagoff, youngest daughter of the late Commissioner Proby, R.N.

July 28, at Deal, after a short illness, Captain John Haswell, of H. M. sloop *Echo*, aged 32. He very eminently distinguished himself on several occasions, when Lord Cochrane's first lieutenant.

August 2, William Budge, late private secretary to Lord Melville, and a commissioner of naval victualling.

August 2, Mrs. Dods, wife of Doctor Dods, of the Royal Naval hospital, at Haslar.

August 9, at Portsea, after a lingering illness, Mr. Thomas Cliverton, purser of H. M. S. *Frederickswarn*.

August 13, at his father's house, at Stoke Abbot, in Devonshire, much lamented, Lieutenant R. B. Hopkins, royal navy, the eldest son of the Rev. M. U. Hopkins.

* * We have been assured, by a correspondent, that Sir William Young, Bart. governor of Tobago, whose death is inserted, on the authority of a newspaper, at page 88, was not dead when the last accounts left that land.





EDWARD GRAY ESQ.

Commander R.N.

BIOGRAPHICAL MEMOIR
OF
EDWARD GREY, ESQ.

COMMANDER IN THE ROYAL NAVY.

" Perseverance is the road to preferment."

MR. GREY entered the naval service, in *H. M. S. Alexander*, of 74 guns, as far back as the latter part of the year 1778, under the immediate and particular patronage of Captain Richard Kempenfelt,* with whom he continued, till that officer was appointed captain of the Channel fleet, (1779) under Sir Charles Hardy.† Having the choice, to follow his captain into the Victory, the commander-in-chief's ship, or remain in the *Alexander*, he preferred the latter, as a more active ship.—Lord Longford succeeded Captain Kempenfelt, in the command of the *Alexander*; and, with him, Mr. Grey served, as master's mate, until Admiral Darby took the chief command of the fleet; ‡ soon after which, by the joint interest of Captain Kempenfelt and Lord Longford, he was removed into the *Britannia*, Captain J. Bradley, the flagship of the commander-in-chief.

Mr. Grey was next appointed fourth lieutenant of the *Prothée*, of 64 guns, Captain C. Buckner, then under orders for the West Indies; but, prior to her sailing, he was superseded by Lieutenant Peckingham, who was going out to join Sir George Rodney, on promotion. He consequently returned to the *Britannia*, in which

* A portrait and memoir of this officer, who was lost in the *Royal George*, will be found in N. C. Vol. VII. p. 365.

† Sir Charles Hardy's portrait and memoir are given in the XIXth Vol. p. 89.

‡ On the death of Sir Charles Hardy, in May, 1780, Sir Francis Geary succeeded to the chief command of the Channel fleet; and, on the resignation of Sir Francis, in the month of August following, Admiral Darby succeeded him. Admiral Darby's portrait and memoir are given in the XXIIIrd Vol. of the N. C. p. 89; and Sir Francis Geary's in the XVIIth Vol. p. 177.

he continued till some time after Admiral Darby's relief of Gibraltar.

Towards the close of the year 1781, when Rear-admiral Kempenfelt sailed with a squadron, for the purpose of intercepting the French fleet, which had put to sea from Brest, under the Count de Guichen, Mr. Grey was ordered to join him; and, in a few days afterwards, he was appointed junior lieutenant of the *Ocean*, of 90 guns, commanded by Captain A. Edgar. He did not join the *Ocean*, however, till the day after Kempenfelt's squadron fell in with the enemy;* on which occasion, he had the honour of serving as *aide-du-camp* to the admiral.

Having been superseded by a lieutenant, appointed by the Admiralty, Mr. Grey, soon afterwards, returned to the *Alexander*; of which, through the interest of Lord Longford, he was appointed fourth lieutenant. He continued in the *Alexander* till the termination of the war, in 1783; and was, consequently, present when Admiral Barrington† fell in with, and dispersed a French convoy, bound to the East Indies;‡ and also in Lord Howe's action with the combined French and Spanish fleets, after the relief of Gibraltar, in 1782.§

Mr. Grey had served nearly two years, as lieutenant, by commission, from the Admirals Darby, Kempenfelt, and Sir Thomas Pye; but, as he had not been six years in the navy, he was not competent to be confirmed in that rank. He, therefore, again served as master's mate, in the *Alexander*, until she was paid off at Chatham, in consequence of the peace.

Captain Fitzherbert, who succeeded Lord Longford, in the command of the *Alexander*, was, soon afterwards, appointed to the *Powerful*, a new ship, of 74 guns. Mr. Grey served with him,

* *Vide* N. C. Vol. VII. p. 368.—The great superiority of the enemy's force rendered it unadvisable to hazard a general action; but, by the judicious and spirited exertions of Admiral Kempenfelt, about twenty sail of the convoy, with troops, stores, &c. destined for the West Indies, were taken possession of, and the fleet itself completely dispersed.

† A portrait and memoir of Admiral Barrington will be found in the IVth Vol. of the N. C. page 169.

‡ This was when the *Pegase*, of 74 guns, was captured by the *Foudroyant*, Captain Jervis.—*Vide* N. C. Vol. IV. pages 9 and 190.

§ *Vide* N. C. Vol. I. page 17; and Vol. IV. page 191.

in that ship, as master's mate, till the latter end of 1785, when he passed his examination for a lieutenant. At that time—a period of profound peace—there was not the least prospect of active service in the navy. Mr. Grey, therefore, obtained permission to quit the service; and, in the interval, till the commencement of the war, in 1793, he commanded a merchant ship, in the French trade, between London and Bourdeaux.

It should be observed, however, that he was, at all times, ready to rejoin the navy, had his services been required. In the respective armaments of 1787 and 1789, he applied to his former friend and patron, Lord Longford, who, in the kindest manner, assured him of his interest and protection, should war actually take place. Unfortunately, Lord Longford died before the war of 1793; by which event, the service lost an excellent officer, and Mr. Grey a valuable friend.

Early in the year 1793, a prospect of immediate war presenting itself, Mr. Grey resigned the command of his ship, of which he was an owner, and again engaged in the naval service.* His first appointment was as master's mate of H. M. S. *Britannia*, Captain (now Admiral) John Holloway,† the flag-ship of Vice-admiral Hotham,‡ second in command under Lord Viscount Hood.§

Soon after Toulon had been taken possession of,|| by Lord Hood, Lieutenant Grey was removed into the *Victory*, the flag-ship of the commander-in-chief, on promotion. He had been only a few days on board the *Victory*, when (on the 29th of September, 1793) Lord Hood appointed him junior lieutenant of the

* At this time, Mr. Grey had two apprentices, each of whom had served upwards of three years. Both of them were well qualified for the navy. Mr. Grey gave these young men the choice, to enter into the navy, or serve their time out. They both preferred the former.—By Mr. Grey's giving up these young men to the service, he sustained a pecuniary loss of, at least, 5*l.* per month, for the remainder of their apprenticeships.

† A memoir and portrait of this officer will be found in the XIXth Vol. of the N. C. p. 358.

‡ A memoir of Admiral Lord Hotham's services was given in the IXth Vol. of the N. C. p. 341.

§ Lord Hood's portrait will be found in the XIth Vol. of the N. C. p. 400; and a memoir of his services in the IIId Vol. p. 1.

|| *Vide* N. C. Vol. II. p. 25, 102, 192, and 288.

Windsor Castle, of 98 guns, Sir Thomas Byard, captain, bearing the flag of Vice-admiral Crosby. In about six months afterwards, he was appointed to l'Eclair sloop, in the room of Lieutenant Crosby, who was removed into the Windsor Castle. He served in l'Eclair, under the captains, Middleton, and Towry;* but, in a short time, he was appointed by Admiral Hotham, then the commander-in-chief, to be first lieutenant of the Romulus, of 36 guns, commanded by Captain George Hope.

In this ship, he was present at Admiral Hotham's victory, off Genoa;† in which the Ca-Ira, of 80 guns, and the Censeur, of 74, were captured. No ships were ever more gallantly defended than these; especially the Ca-Ira. When she struck, she had not a stick standing but her bowsprit: her hull was a perfect riddle; she had a great number of shot-holes under water; several of her ports, and all her anchors, were disabled; and she had upwards of 400 men killed and wounded.—The Ca-Ira was taken possession of by the Courageux, Captain B. Hallowell. Before day-light, on the morning after the action, Captain Hope, without orders, bore down to the disabled ships, with the view of affording them such assistance as their distressed state might require. On hailing the Ca-Ira, he was answered in bad English, by one of the French officers, that she was sinking, and in extreme want of immediate aid. It was now the dawn of day. Captain Hope, with the utmost promptitude, ordered the stern-boat to be lowered, and despatched Lieutenant Grey, and Mr. Anderson (the carpenter of the Romulus) to inspect and ascertain the real state of the ship. When the boat approached the Ca-Ira, the number of Frenchmen who pressed forward to jump into her was so great, that it was not safe to venture alongside. Lieutenant Grey, therefore, went under the counter, got on board by the rudder pendants, and ordered the boat to lie off on her oars. He now found, that the officer of the Courageux, who had taken charge of the prize, and

* It is deserving of notice, that Captain Towry, who died a commissioner of the Transport Board, when he entered into the navy, as a midshipman, upon trial, on board the Alexander, Captain Lord Longford, was both watched and quartered under Mr. Grey, then fourth lieutenant of that ship.

† March 14, 1795. *Vide* N. C. Vol. IX. p. 352, *et seq.*

as many of his men as he could collect, had abandoned her in the night, conceiving her to be in a sinking state. On sounding the well, there appeared seven feet water in the hold. The first step, therefore, that Lieutenant Grey took was, to set all the pumps to work—seven in number; an object which he accomplished, with considerable difficulty, chiefly by French soldiers, as the seamen, on the plea of being prisoners, would not work. The French officers declined all exertion of their influence, on the same ground. With the assistance of his own carpenter, and the carpenter and gunner of the *Ca-Ira*, who rendered every assistance in their power, Lieutenant Grey then inspected the ship, with all the minuteness of which his time would allow. She was in a most alarming state. The water was forcing its way in, through the shot-holes under water, fore and aft; several of the lower ports, in the gun-room, rendered useless in the action, were obliged to be filled up with deal plank; many of the bolts in the sides, for securing the lower-deck guns, had been shot away, and others so much damaged as to render it scarcely possible to secure the guns, which were French 36-pounders.

Apprised of this, and of other serious damages, the commander-in-chief immediately ordered Captain Hope to have the *Ca-Ira* more particularly surveyed, and to report to him, whether it would be more advisable to keep possession of, or to abandon her, after taking out the prisoners.—The result of a farther examination was, that Lieutenant Grey conceived the ship might be saved, provided he could have a sufficient number of carpenters, and of men from the fleet, to work at the pumps, and to give the necessary assistance in repairing the damages, &c. Arrangements were made accordingly, by sending a certain number of men on board the *Ca-Ira*, from each ship in the fleet, to the amount of more than a hundred; and upwards of 400 of the *Ca-Ira*'s crew, (officers and men) were, at the same time, distributed amongst the English ships. Still, more than 600 remained; but, by unremitting exertion, the *Ca-Ira* was got into Porto Espetice, near Genoa, on the afternoon of the 17th.—Justice demands the remark, that, to the indefatigable labours of Lieutenant Grey, on board, and to the care and attention of Captain Hope, in taking the *Ca-Ira* in tow, and attending to her signals, the preservation

of that ship was entirely owing. The judicious manner in which the *Ca-Ira's* guns were disposed of, and secured, was the surprise and admiration of all who saw them.

Lieutenant Grey, and the other officers and men, were now ordered to join their ships.—Captain Hope received orders to go to the assistance of the *Illustrious*, of 74 guns, Captain Frederick, which had been driven on shore in a gale, between Espetice and Leghorn. After her stores had been taken out, however, and every possible exertion made to bring her off, without effect, it was found necessary to set her on fire and destroy her.

After the arrival of the *Romulus*, at St. Fiorenza, Lieutenant Grey was, by the recommendation of Captain Hope, taken into the *Britannia*, the commander-in-chief's flag-ship, on promotion. He remained there, till Sir Hyde Parker, who succeeded Lord Hotham in the command of the fleet, hoisted his flag in the *Britannia*; when he, and Captain Peard, with all the other lieutenants, were removed into the *St. George*, of 98 guns; Sir Hyde Parker having brought his captain and lieutenants with him, from that ship.

Sir John Jervis, soon afterwards, arrived from England, and assumed the chief command of the Mediterranean fleet; and, by him, on the death of Lieutenant Smith, the agent of transports at Leghorn, Lieutenant Grey was appointed to the vacancy.—In 1796, he commanded a division of transports, at the evacuation of Leghorn; on which occasion, his exertions were materially serviceable.—On the evening after all the English merchant ships, and transports, with as much of the property belonging to the British factories, as could possibly be brought off in lighters, &c. had been got safe into the road, out of gun-shot of the batteries, a prize-ship, laden with timber, captured by the *Juno* frigate, Captain S. Hood, remained in the Mole. This vessel, which was entirely dismantled, and moored in the middle of the second tier of ships, Captain Freemantle, the commanding officer, was particularly anxious to bring off. About ten o'clock at night, he therefore sent for Lieutenant Grey, and requested him to undertake the service, with the boats of the *Inconstant*. The French were, at this time, supposed to have got possession of the town. After midnight, however, Lieutenant Grey put off from the *Inconstant*,

with the boats of that ship, manned and armed, and the boats of the William and Ann transport, which bore his pendant, as agent. He got into the Mole, found the ship, and obtained possession of her, without being noticed by the sentinels on shore. He then secured the crew below, to prevent alarm, cut all her moorings, hove her out from amongst the shipping, and, by day-light, got her to the Mole Head. There the boats took her in tow; and, before six o'clock, she was anchored near the Inconstant. At the time she passed the Mole Head, a French settee privateer, of six guns (besides cohorns) and 45 men, was moored between the entrance of the Galley Mole and the Mole Head. She was, in every respect, ready for an attack; and her not having endeavoured to intercept the prize, was attributed to the want of orders from the garrison, for that purpose. Lieutenant Grey had scarcely anchored the vessel which he had brought out, when all the batteries opened their fire on the shipping in the Road; but, as they were mostly out of the range of shot, they sustained but little, if any, damage.

In addition to the compliment which was paid him by the commodore, in selecting him for the performance of this service, in preference to one of his own officers, Lieutenant Grey had the honour of receiving Captain Freemantle's acknowledgments, on the quarter-deck of the Inconstant. Captain Freemantle, also, particularly mentioned him, in his despatches to Sir John Jervis; and Sir John, in consequence, strongly recommended him to the notice and patronage of Earl Spencer, who then presided at the Admiralty.

Lieutenant Grey was also at Bastia, at the evacuation of Corsica; and at Porto Ferrajo, at the evacuation of the Island of Elba, in January, 1797. He was then ordered, with his division of transports, to Lisbon, under convoy of the Dido, Captain D. Preston. On their passage, the convoy had two narrow escapes from being taken: the first, on the Barbary coast, when they fell in with a Spanish ship of the line, and a frigate; the second, when, from the darkness of the night on which they passed the Gut of Gibraltar, they had nearly got into the midst of the Spanish fleet. At day-light, on the following morning, Sir John

Jervis's fleet—which afterwards fell in with, and obtained a glorious victory over the enemy*—was seen steering to the southward; and, the next day, the convoy arrived safely in the Tagus.

In March (1797) Lieutenant Grey was ordered to England, with his division of transports; and, after his arrival, he quitted that branch of the service.

At the latter end of the same year, he was appointed first lieutenant of the *Adamant*, of 50 guns, Captain William Hotham. In this ship, he remained four years, (mostly on the Cape of Good Hope station) until she was paid off, at Chatham, a little before the peace of 1802.—During the time that he was so employed, he was so fortunate as to have two opportunities of distinguishing himself, in a very particular manner. The first was, in the destruction of *la Preneuse*, French frigate, which had run on shore near Port Louis, at the Isle of France; the particulars of which are related, in the following *Letter on Service*, from Captain Hotham, to Captain J. Osborn, of the *Tremendous*:†—

“ *H. M. S. Adamant, off Port Louis,*
December 13th, 1799.”

“ SIR,

“ In obedience to your directions, transmitted to me yesterday evening, by Lieutenant Walker, of the *Adamant*, and Lieutenant Symes, of the *Tremendous*, to destroy the French frigate *la Preneuse*, if it should be judged practicable, I immediately ordered Lieutenant Grey, 1st of the *Adamant*, to take those officers under his directions, and, jointly with them, to do his utmost to effect the destruction of *la Preneuse*.

“ Lieutenant Owen, commanding the detachment of marines on board *H. M. S.* under my command, having very handsomely requested to go on that service, was also sent. At half-past nine, Lieutenant Grey returned on board, with the captain of the French frigate, and several of her officers, with accounts, at the same time, that he had effectually accomplished the object he had in view.

“ The very spirited and expeditious manner in which he did so, under the disadvantage of an incessant fire from the batteries on shore, reflects the greatest credit on himself, and the officers and men under his orders,

* N. C. Vol. IV. p. 35, *et seq.*

† For Captain Osborn's despatch to Admiral Sir Roger Curtis, the commander-in-chief, announcing the event, *vide* N. C. Vol. III. p. 502.

and renders this public testimonial of their meritorious conduct a duty on my part, which would be the highest of injustice in me not to fulfil.

" I have the honour to be, Sir,

" Your most obedient servant,

" W. HOTHAM."

" To J. Osborn, Esq. Captain of H.M.S. Tremendous, Senior Officer, &c. &c."

It is proper to remark, that la Preneuse was of the first class of 4½ gun frigates; and that, when she set out on her cruise, she had a complement of 450 men; but, in consequence of her having taken several prizes, and had two actions—the first with the Rattlesnake and Camel, in Algo Bay, the second with the Jupiter, of 50 guns—her complement was reduced, at the time of her destruction, to 315 men. Her captain was an officer of distinguished talents; and she had been a most active and successful cruiser, against our trade in the Indian Seas.

The opinion which Captain Hotham entertained of Lieutenant Grey's exertions on this occasion, and the friendly warmth with which he interested himself in his behalf, will best be seen by the following letter, which he subsequently addressed to Earl Spencer, the first Lord of the Admiralty:—

" H. M. S. Adamant, Table Bay, Cape of Good Hope,

" MY LORD,

March 31st, 1800.

" A considerable time has elapsed, since the circumstance that gives rise to my troubling you with this letter occurred.

" Though I have taken a great liberty in writing it, I am, however, not under any apprehension of incurring disapprobation, by introducing to notice like your lordship's, the good conduct of an old and meritorious officer.

" The first lieutenant of the Adamant, during the last cruise off the Mauritius, in consequence of discretionary directions I received from Captain Osborn, of the Tremendous, to effect, if I judged it practicable, the destruction of la Preneuse, a French frigate, then lying on a reef under her own batteries, which were keeping up a constant fire upon her, boarded her with three boats, secured the captain, and fourteen officers, laid his train, burnt her, and brought off his prisoners on board the Adamant; after saving as many of their effects as his time, and nature of the circumstances would allow of, without having a man hurt. The very spirited and expeditious manner in which this service was performed, under the great disadvantage of an incessant fire from the batteries, and the consi-

derate manner, in a moment of difficulty, Mr. Grey rendered the private loss his prisoners might sustain, as insignificant as possible.

"He received a few days afterwards, in my hearing, at General Maltcartie's table, the acknowledgments it merited.

"Two launches full of men were abandoning la Preneuse, at the time he boarded her, and there was yet sufficient force left to have destroyed three times the number of boats that were sent, two six, and one twelve-oared cutter.

"To Captain Osborn, I wrote an official note, merely saying, that the service he wished to be performed had been executed, and bearing testimony to the handsome manner in which Mr. Grey, and the officers and men under his orders, had accomplished it.

"As I have not heard any thing on the subject since my return, I have troubled your lordship with this letter; a liberty, I must again repeat it, which should not under any other circumstances have been taken.

"The Earl St. Vincent, and Lord Hotham, both know the merits of this officer, and those of inferior situations under whom he has served.

"Though no immediate advantage may probably result to him from it, the simple facts I have stated may eventually make him appear, in the opinion of your lordship, deserving of advancement, which he has been so long struggling to obtain; I must once more apologize, and beg leave to subscribe myself, with every respect,

"Your lordship's obliged and obedient servant,

"W. HOTHAM."

"*The Earl Spencer, Admiralty.*"

(*Copy of the Answer.*)

"SIR,

"I have to acknowledge the receipt of your letter, dated the 30th of March last, and shall be glad to take as early an opportunity as I can of recommending Lieutenant Grey, for promotion, to the commander-in-chief where you are.

"I am, Sir,

"Your obedient humble servant,

"SPENCER."

"*Admiralty, 25th June, 1800, Captain*

W. Hotham, Adamant."

Neither Captain Hotham, nor Lieutenant Grey, we believe; ever heard from the commander-in-chief (Sir R. Curtis) of his having received any recommendation for the promotion of the latter officer.

The next service in which Lieutenant Grey distinguished himself was, that of cutting out a ship from Port Louis, at the Mauritius; in consequence of the subjoined Order, from Captain Hotham:—

“ ORDER,

“ *On H. M. Service,*

“ *By W. Hotham, Esq. Captain of H. M. S. Adamant, and Senior Officer off Port Louis.*

“ MEM.

“ 12th September, 1800.

“ Mr. Grey is to do his utmost to ascertain the situation of the ship that has got in to-day ; and, if he judges it practicable, he is to take her out of the harbour, or destroy her, if he can.

“ If she is so far in, as to render all attempts useless, he is immediately to return to the ship with the boats. Whenever he shows a blue light, the ships will answer it, and they will be under their top-sails.

“ W. HOTHAM.

“ *To Lieutenant Grey, commanding the Boats going in Shore.*”

The following is Lieutenant Grey's *Letter on Service*, announcing the execution of his orders :—

“ *H. M. S. Adamant, off Port Louis,
September 12th, 1800.*

“ SIR,

“ In compliance with your order of this evening, to do my utmost to bring out the vessel under Hamburgh colours, that escaped from the fire of the ships ; with the boats of the Adamant and Lancaster, I proceeded forthwith to the harbour with them, and had the good fortune, at ten minutes past eight o'clock, after a very obstinate resistance on their part, and under the disadvantage of a very heavy cannonading from the batteries on both sides of the harbour, to succeed in cutting her cable, and bringing her out. She was at this time in the possession of the French, and considerably above the buoys.

“ In this attack, we had the misfortune of having two men killed, and ten wounded ; among the latter, I am sorry to say, was Mr. M'Farling, the first lieutenant of the Lancaster. I feel great pleasure in assuring you, Sir, that I received every assistance from this officer, which a determined gallantry, and a very strict and prompt obedience to my orders, could possibly afford ; and I should be much wanting, if, on this occasion, I was to withhold from the rest of the officers and men under my orders, that praise which is very highly their due.

“ I have the honour to be, Sir,

“ Your most obedient servant,

“ E. GREY.”

“ *To W. Hotham, Esq. Captain of H. M. S. Adamant.*”

“ P.S. Lieutenant Fothergill, of the Rattlesnake, Lieutenant John Owen, commanding the marines of H. M. S. under your command, and Mr. White, late commander of the Harriot privateer, were volunteers. The

first cut the cable, the second gave me great assistance in getting the better of the resistance on board, and the third took the helm, and steered the ship clear out between the buoys. To all of them I feel myself greatly obliged.

“ E. GREY.”

This was the first, and has been the only ship ever cut out of Port Louis.—In addition to the official details, it is necessary to mention, that, at the time the cable was cut, the vessel had also a hawser fast to a Danish East Indiaman, in the harbour. Although she had got so far into the harbour, before sun-set, as to be under the protection of the batteries, on each side, it was intimated to the governor (General Maltartie) that it was probable the English would attempt to cut her out. He, in consequence, gave immediate directions, for an officer, and forty men, armed, to be sent on board, from a privateer which was then lying ready for sea. Other assistance was also sent from the town. At the same time, the governor gave orders to the officer commanding the battery (of 18 24-pounders) on the larboard entrance of the harbour, to be prepared to destroy the enemy's boats, should they attempt to take the vessel; and, should they get possession of her, to sink her. As soon as the boats were descried from the ship, a signal was made, and a fire instantly commenced, both from the ship and the battery; notwithstanding which, the object of the assailants, as we have already seen, was completely effected. The ship, at the time she was taken, was within two cables' lengths of the battery; the officer commanding which was afterwards tried by a court martial, and sentenced to be suspended from the service, and deprived of his rank for twelve months, for not having fulfilled his orders, to *destroy* the boats on their approach, or to *sink* the vessel.

The enemy's loss was far greater than ours, both in killed and wounded. Of a number who jumped overboard, and swam towards the battery on the larboard side, several were supposed to be drowned.

Captain Hotham, the warm and steady friend of Lieutenant Grey, availed himself of this opportunity, again to press for his promotion, by the following very handsome letter, addressed to Earl St. Vincent, then at the head of the naval department:—

*"H. M. S. Adamant, Cape of Good Hope,
August 1st, 1801.*

"MY LORD,

"I have no other reason for taking the liberty of intruding this letter upon your lordship, than that it accompanies one written by the first lieutenant of the Adamant.

"It would be unjust in me, indeed, if I was, on this occasion, to withhold that commendation which the conduct of this gentleman most strongly exacts from me. It is a tribute justly due to the character of an officer, whose exertions have been uniform and unremitting, to blend the strictest discipline of service with the happiness and comfort of those who serve under him.

"He has twice, since the Adamant has been in this country, performed actions which required the coolest judgment, and the most determined intrepidity. I allude to the destroying la Preneuse, a 44-gun frigate, under her own batteries, and bringing her captain and officers prisoners on board this ship. To his having, on another occasion, and a more difficult one, proceeded above the buoys, off the entrance of the harbour of Port Louis, in the Mauritius, and bringing out a ship which I fancied had insulted the British flag. On this service, Mr. Grey had two men killed, and ten wounded. One of the latter was the first lieutenant of the Lancaster: the enemy's loss was much more considerable.

"My Lord, after a long series of approved, but unsuccessful service, and in no instance, perhaps, has he been more unfortunate, than in those active times, serving with an insignificant person like myself, who has no other way of making up for it, than by endeavouring to introduce him to that patronage which has ever been conspicuous for its disposition to reward real merit.

"I take this opportunity of offering my best wishes for your lordship's health; being, with the greatest respect, your lordship's obliged and obedient humble servant.

"W. HOTHAM."

"To Earl St. Vincent, Admiralty."

This appeal seems to have been more successful than the former; as, on the 29th of April, 1802, Lieutenant Grey was promoted, by Earl St. Vincent, to the rank of commander.

On the 9th of March, 1803, a prospect of war then presenting itself, he made an official application for employment; and, on the following day, he had the honour of being appointed, by Earl St. Vincent, to superintend and regulate the impress service at the port of Hull. He continued in that employment, till the 1st of August, 1810, when he was superseded by Captain Crofts. During this period, however, the services which he rendered were of no common stamp. By his zealous and unremitted attention,

he raised, and sent to the Nore, 2,305 men; a number considerably greater, we believe, than ever had been raised by any of his predecessors. At different times, he also sent not fewer than 200 artificers to his Majesty's dock-yards. After the reduction of Copenhagen, in 1807, he procured the voluntary service of 245 seamen—chiefly officers of Greenland ships—and several qualified men as pilots, to assist in navigating the captured Danish fleet to England. For the Transport Board, he likewise surveyed, and superintended, the equipment of all the armed ships and transports which were taken up at Hull, during the present war—at least till August, 1810;—for which he had the satisfaction of receiving the thanks of the Board.

It is, farther, proper to mention, that, during Captain Grey's residence at Hull, he detected, and prevented the continuance of, various practices, by which a number of valuable men were improperly protected from the impress.

When Captain Grey received his appointment, in 1803, the apprehension that he should stand a worse chance of promotion, than if afloat in the command of a ship, was removed, by an intimation, that a successful rendezvous was, of all others, a situation the most likely to lead to promotion. Unfortunately, however, he has been disappointed in his hopes; though precedents are not wanting, of officers having been promoted from similar appointments, in the American war, in the war of the French Revolution, and in the present. Various instances might also be enumerated, of officers having been promoted from the Sea Fencibles, from signal stations, and from half-pay.

In the month of August, 1810, on his arrival in London, after he had been superseded at Hull, Captain Grey waited upon Mr. Yorke, the First Lord of the Admiralty, and presented to him a statement of his services, soliciting promotion, when a general promotion might take place. Mr. Yorke, informing him that there was not any promotion then in contemplation, said he would make a note of his claims; observing, also, that, his having been promoted to the rank of commander, by Earl St. Vincent, was, of itself, a sufficient recommendation to his notice.

Mr. Yorke asked Captain Grey, if he wished for an appointment afloat; a question which he answered in the negative, having,

at that time, some private affairs to settle in the north.—Having made the necessary arrangements there, he returned to London, in the hope of obtaining a ship, not having heard of the promotion (October 21) which had taken place. He reached London on the 26th of October; on the 27th, he wrote to Mr. Yorke, soliciting employment; and, as the promotion had occasioned nearly forty vacancies, his hopes were very sanguine. He was informed, in answer, that his offer of service would be taken into consideration at a proper opportunity. Since that period, he has thrice repeated his application, with no other effect than that of receiving similar answers.

Captain Grey's case appears the harder, as his appointment to the impress service was not at his own request. Had he been so fortunate, as to have been appointed afloat, he would, in all probability, long since have obtained the rank of post captain, as a reward for his long and zealous services.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

IMPRESSMENT OF AMERICAN SEAMEN.*

THE subjoined copy of a letter from Admiral Sawyer, in answer to one from Colonel Barclay, relative to the case of Gideon Caprian, who, a short time ago, was impressed on board H. M. S. *Guerriere*, will be regarded as a proof of the conciliatory spirit of the British government; and, as placing in a fair light, before the American public, the manner in which such impressments are regarded by the proper authority:—

“STR,

“*Halifax, 25th June, 1811.*

“I had the honour to receive your letter, dated the 20th ult. relative to the persons named in the margin [John Digio, Gideon Caprian, Josh. Leeds], on my arrival at Halifax, the 19th instant, which had been previously opened by Captain Pechell, of H. M. S. *Guerriere*, the senior officer, who immediately discharged John Digio, in compliance with your re-

* Vide page 134.

quest.* He would have given up Gideon Caprian also, had he not entered into his Majesty's service, and wished to remain; from which circumstance, he conceived it to be his duty to detain him for my decision respecting him. But having received your letter, expressing his father's request to have him sent home, I have now sent him to New York, by the Prince Ernest packet; and will order the discharge of Josh. Leeds, on the arrival of H. M. S. Eurydice, if he is (as I suppose) on board her.

"I assure you, Sir, I shall be happy to receive any representations you may be pleased to make to me, with all the deference to which they will be entitled; as I perfectly coincide with you, that when American citizens are impressed by mistake or otherwise, they should be immediately released.

I have the honour to be, Sir,

"Your most obedient humble servant,

"T. Barclay, Esq."

"H. SAWYER, Rear-admiral."

THE CUMBERLAND.

THE subjoined official documents, relating to the action, in January last, between the Cumberland, merchant ship, and four French privateers, recorded at page 27 of our preceding Volume, cannot fail of being acceptable to our readers:—

"Messrs. Christopher Idle, Brother, and Co.

"GENTLEMEN,

"Lloyd's, 16th January, 1811.

"I am directed by the committee for managing the affairs of this house, to send you the enclosed letter from the Admiralty, stating, that, in consequence of the gallant and successful defence made by your ship Cumberland, against four French privateers, on Sunday last, it is their lordships' intention to grant a protection to each of the crew from the impress, for the space of three years; and, in order that no inconvenience may arise to those brave men, I have to request that you will favour me with their names as soon as convenient, that I may transmit the list to the Admiralty, according to their lordships' desire.

"I have the honour to be, Gentlemen,

"Your obedient humble servant,

"JOHN BENNETT, Jun."

"Copy of Letter referred to.

"SIR,

"Admiralty-Office, 15th January, 1811.

"I have it in command from my Lords Commissioners of the Admiralty, to send you, herewith, for the information of the committee at Lloyd's; a copy of a letter which I received from Vice-admiral Campbell, commander-in-chief of his Majesty's ships in the Downs, relative to an action between the ship Cumberland, and four of the enemy's privateers, on the

* "I must here, in justice to Captain Pechell, of H. M. S. Guerriere, assure you, that he never was, by leagues, so near the American coast as has been represented."
—(E. Post.) American Newspaper.

evening of the 13th inst. in which the latter were beat off. And I am to desire, that you will express to the committee their lordships' satisfaction at the gallantry exhibited on that occasion by the master and crew of the *Cumberland*, and the success which attended it; and to request that you will transmit to me a list of the crew of the said ship; it being their lordships' intention to grant to each of them, as a mark of their favour, a protection from the impress for the space of three years. I am, &c.

" J. W. CROKER."

" To J. Bennett, jun. Lloyd's Coffee-house."

" SIR,

" Monmouth, Downs, 14th Jan. 1811.

" I beg you will acquaint their lordships, that the *Cumberland*, Wm. Barratt, master, from Quebec bound to London, with masts and spars on government account, has arrived in the Downs, having been attacked last evening about seven o'clock, between Dover and Folkstone, by four of the enemy's privateers, which, after boarding three different times, were beat off, leaving on board the *Cumberland* two prisoners, and one killed. Many of the enemy in their attempts to board were knocked overboard and drowned, and one man of the *Cumberland's* crew was killed, and the mate wounded, whom I have ordered to be received into the naval hospital for cure.

" The master of the *Cumberland* reports, that a short time previous to the attack, three cruisers were in sight, and that, after the enemy were beat off, he heard a firing, which he supposes was from the cruisers in chase.

" This instance of gallantry is highly praise-worthy, and shews how much good might be effected, would the masters of merchantmen in general act in imitation of it, in opposing what resistance they are able (and which, in many cases, would be effectual) to the attempts of marauders.

" I have the honour to be, &c.

" GEO. CAMPBELL, Vice-admiral."

" To J. W. Croker, Esq. &c. &c."

Our readers will feel equally gratified with ourselves, on being informed, that the crew of the *Cumberland*, besides receiving protection from the impress service, have been handsomely remunerated by the underwriters and owners of the ship; having been paid at Messrs. Christopher, Idle, Brother, and Co.'s counting-house, in Princes-street, the following rewards: the captain, 100l.; first mate, 60l.; second mate, 40l.; seamen, 20l. each; boys, 15l. each; and 50l. to the mother of the apprentice that was killed in the action.

THE PRESIDENT AND LITTLE BELT.

THE following strictures on Commodore Rodgers's letter, giving an account of the battle between the *President* and *Little Belt*,* are extracted from *The Boston Repertory* of the 8th of June:—

* Vide page 38 of the present Volume.

" Our readers have now the official statement of Commodore Rodgers, respecting his rencontre with a British sloop of war. Though there is a class of people in the United States, who express the highest satisfaction at this event, we confess that we are not of the number. Have we acquired honour by it? What is the fact? Commodore Rodgers, commanding one of the largest forty-four's that ever floated, has cut up a British sloop of war! Have we resented an injury by it? Captain Bingham is not stated to be the author of any previous insult to the American flag. What were the circumstances of the case? Without 'waiting for information from Halifax,' we have sense enough to understand from Commodore Rodgers's despatch, that the British sloop was discovered, at a distance, about noon; that she made signals, but finding that they were not answered, she stood to the southward, undoubtedly suspecting the President was an enemy; as, while she was flying, she carefully avoided shewing her colours. The succeeding manœuvres, on both sides, as particularly described in the letter, show that the commodore, in all his caution about position, acted as an enemy might be expected to do; and the commander of the sloop, as *he* would have done under the impression that the President *was* an enemy. For the circumstances that followed, we refer to the letter. Taking it for granted that Commodore Rodgers hailed *first*, we ask whether there were not other considerations of higher obligation than 'common politeness,' which should have disposed him to satisfy the ship he had chased, as soon as possible, that *he* was a *friend*, and thus the unfortunate result would have been prevented? The President, being a neutral, in no danger, and apprehensive of no enemy, had no motive but curiosity to prompt a demand of this kind, unless the sloop was supposed to be the *Guerriere*, and even in that case, if the commodore's orders were, as they are now represented, altogether pacific, *he* was a neutral, and a friend. On the other hand, the *Little Belt* was a belligerent, bearing the comparatively higher privileges of that character, arising from the duty of self-preservation, and the right to take all possible advantages of an enemy. The question is, whether, without any regard to rates of vessels, or priority of interrogation, a belligerent has not a right to know the character of the vessel approaching him, he being exposed to the attack of an enemy, precedent to the right of a neutral who is in perfect security. As this point will now probably undergo a formal investigation, we leave the subject with these observations. We only add, that we are sorry to learn there will probably be a dispute about the first fire. A gentleman of the first respectability, from New York, informs us, that he was told by Captain Ludlow, of the President, that Captain Bingham, after the engagement, insisted that he did *not* fire first. We confess that we are somewhat at a loss to know what Commodore R. would say, on that point, in his letter, from the words of Captain Caldwell, 'Sir, she has fired at us,' to, 'a shot was *actually* fired from the second division of *THIS SHIP*.' "

EARTHQUAKE AT ST. MICHAEL'S.*

A LETTER from Lisbon, dated July 28, 1811, gives the following account of an earthquake at St. Michael's, and of a volcanic island being formed near it:—

“ There was a convulsion at St. Michael's, on the 11th, 12th, and 13th of June; a continued series of shocks levelled every wall on one side of the island; but the loss of lives was not great. Meanwhile, smoke, stones, &c. were thrown up by a volcano, which appeared at sea, three leagues from the shore, in such quantities as to form an island three miles long, and two broad, where the water formerly was 50 fathoms deep. The eruption still continues, but is daily decreasing.”

GALLANT ACTION BETWEEN THE FORTUNE, MERCHANT SHIP, AND A FRENCH PRIVATEER.

THE following particulars of an action, between the *Fortune*, brig, of Workington, and a French privateer brig, of 16 guns, and about 120 men, are extracted from a letter, dated Quebec, May 20, 1811:—

“ The *Fortune* was attacked on the 13th of April, in about 53° north lat. and 20° west long. The action lasted for an hour and twenty minutes. On coming in sight of the *Fortune* she hoisted English colours, and on approaching hailed, and desired Captain Hodgson to send his boat on board; which he refused, saying, that if they had any business with him, they might send their boats to him. Whereupon the stranger immediately hoisted French colours, and fired a shot between the *Fortune's* masts, and gave them a broadside, which was immediately returned by two broadsides. The enemy made three attempts to board. In the first attempt they poured in men in all directions, eight of whom got into the *Fortune's* jolly-boat at her stern, when one of the crew, with great presence of mind, drew his knife, and cut the fastenings of the boat, which precipitated them into the sea. Numbers having gained the fore-castle, Captain Hodgson ordered a discharge of musketry, and then charged them with the bayonet. Those of the boarders who were not killed on the deck were thrust from the shrouds and chains into the sea. During the engagement, the *Fortune's* colours were twice shot away, and were at last nailed to the gaff by a young boy, who, while in the act of so doing, became a mark for the enemy; but he, far from being intimidated, called out to them, ‘ fire away.’

“ The enemy had a four-pound swivel, and ten men, on each top, who kept up an incessant fire on the crew of the *Fortune*. Her colours and sails were perfect riddles, so numerous are the perforations. Her rigging and spars were also considerably damaged, and as her crew were decreasing fast, she would probably have been captured, had she not fortunately shot away the enemy's fore-top-mast, at which time the *Fortune's*

* Vide page 147.

crew gave three cheers, and the privateer sheered off. Captain H. gave her a parting broadside, which was not returned, and then lay by to repair the damage, and to clear the ship for a renewal of the action, in case the enemy should think proper to renew it. But in two hours after, the privateer disappeared to leeward, and Captain H. proceeded on his voyage. Captain H. speaks in the highest terms of the bravery of his crew, and of the great assistance he received from his passengers during the action. The loss unfortunately sustained by the *Fortune* in the action is as follows:—John Wilson, John Dickson, English seamen, killed; Anthony Oliver, a foreigner, also killed; Mr. Alexander Greig, of this city, a passenger, wounded in the knee; Mr. Hugh Sanderson, of London, also a passenger, wounded in the arm; and three seamen, slightly wounded. The third passenger was Mr. Lahee.

“The *Fortune* mounts eight guns and two swivels, and the number of persons on board, including her officers, three passengers, and three boys, amounted to 19. The privateer lost, in killed and drowned, between 20 and 30 in boarding; but the number killed on board of her, by shot from the *Fortune*, could not be ascertained.”

PEYROUSE, THE NAVIGATOR.

PARISIAN papers of the 5. August give some hopes that we shall, at last, have positive accounts with regard to the fate of the celebrated Peyrouse. It appears certain, that 12 seamen, the unfortunate remains of his crew, have been found, by an English ship, in a desert island of the South Sea, near which the *Astrolabe* was wrecked. We are even assured that these men are arrived in France, and we may expect to receive from them certain information with regard to the fate of their companions.

UNFORTUNATE CIRCUMSTANCE RELATING TO AN OFFICER OF H.M.S.

SEMIRAMIS.

THE following is an extract of a letter received at Plymouth through the Transport Office, from Mr. Robert Furze, midshipman, late belonging to the *Semiramis* frigate, who was some time since put on board an American vessel, to bring her into Plymouth; but four of his men (out of six) having joined the crew of the American, they seized Mr. Furze, and the other two in the night bound their hands and feet, and set them adrift in an open boat, 300 miles from land, in the Western Ocean:—

“*Brest, July 19, 1811.*

“No doubt you will be surprised at the date of this from Brest. Being very lucky in the *Semiramis*, last cruise, in the way of taking prizes, I was sent from her, on the 6th instant, to take charge of an American brig, which Captain Richardson detained, having with me six men from the *Semiramis*, as also five belonging to the brig—the captain, mate, and three boys.—Out of six that came with me, two were Americans: these, and two others, of our crew, having most of their friends living at New York,

joined with the captain of the brig to take her from me, on the 9th instant, about 12 o'clock, binding me and two more with cords, hands and feet. The next morning they hoisted out the long-boat, giving us our cloaths and some bread and water; still keeping our hands tied, put us into the boat, which was then very leaky, and sent us adrift in the Western Ocean, about 300 miles from any land.

"One of my men, whose name is Rawlinson, untied me with his teeth, which was the means of getting us all free.—Not knowing the distance exactly, at the time they let us go, I did not know what course to shape; the wind being W. S. W. I shaped my course E. S. E. supposing it to be, as near as I could guess, for the Eddystone; but, unfortunately for me, and the others, the first land we made was Ushant: the wind then blowing very fresh, and we in an open boat, and a lee-shore, thought it best for our safety to run into a small island called Morlain, after being six days drifting about in the Western Ocean, almost dead with fatigue, and nothing to eat, our bread being spoiled with the salt water. On our landing, we were immediately taken prisoners, but exceedingly well treated. After stopping one night, we were marched to Brest; where, at present, we remain in the hospital, and expect, in four or five days, to be conducted 200 leagues inland, where I shall be on parole.

"I forgot to state, that, at the time we were seized, we were asleep, having but a short time previously left the deck. Those who succeeded in the watch on deck, were those that were bribed. There was one of our lieutenants then in a brig close to us, but he did not see us bear up, or otherwise I think he would have made sail after us.

"There are cartels arriving here generally once a month, with sick and infirm prisoners. I am sorry to add, there is not the least hopes of my return to England, unless it comes a peace, of which there is not any prospect at present."

GRAND NAVAL ACTION IN THE MEDITERRANEAN.

THE following letter from Rear-admiral Emeriau, to the Minister of marine, records an astonishing instance of French intrepidity; as it appears, that thirteen sail of the Toulon squadron actually ventured to manœuvre in sight of the British fleet:—

" *The Austerlitz, Toulon Roads,*
July 19, 1811.

" MONSIEUR,

"I have the honour to give an account to your Excellency of the arrival, in Toulon Roads, of the frigates *Amelie* and *Adrienne*.

"As soon as I was informed, by signals, that these two frigates were off Cape Bannat, I ordered 13 ships of the line, and the *Incorruptible* frigate, to get under weigh. The wind was easterly, blowing fresh; I therefore ordered them to steer out to the open sea, in order to get the wind, for the purpose of protecting those two frigates, which might be cut off by the enemy's squadron. His Majesty's ships manœuvred with so much celerity, that my van was soon in presence of the advanced ships of the English fleet,

and so placed as to protect the two frigates, which, as well as the *Ulm*, the *Danube*, the *Magnanime*, and the *Breslaw*, exchanged some broadsides with the enemy's advanced ships. One of these advanced ships sustained some damage, and a frigate had its little top-gallant-mast shattered. The *Ulm* had two backstays cut, as also her stay-sail, haliards, and her false bob-stays. The two frigates, and the other ships, sustained no damage.

"His Majesty's squadron manœuvred in presence of the enemy's fleet, consisting of 16 ships of the line, two frigates, a corvette, and a brig; the two advanced guards were within two thirds of cannon-shot from each other, and the other ships were, at farthest, twice that distance apart. The enemy having tacked off, I caused the ships to return to their anchorage.

"(Signed)

"EMERIAU."

LORD NELSON, AND ADMIRAL BERTIE.*

THE following letter was sent from Mr. Bulkely, midshipman of the *Victory*, who was wounded in the action off *Trafalgar*, on the 21st of October, 1805, in whose arms Lord Nelson died, in answer to one from Admiral (then Captain) Bertie, asking him for a part of the lock of hair, which he accordingly sent, and which Admiral Bertie has now in his possession:—

"DEAR SIR,

"*Victory, off Dover, December 12th, 1805.*

"Your obliging letter of the 9th instant, not reaching me until late on the evening of the 10th, prevented my earlier compliance with your request; I regret extremely not to be able to send as much hair as I could wish, owing to my having given away a greater part of it; but, I trust, you will find sufficient for a ring: it was the hair that used to hang over Lord Nelson's forehead, near the wound he received at the battle of the Nile. I have endeavoured, but in vain, to obtain more; but on waiting on Lady Hamilton, should I be able to prevail on her Ladyship, (who, I suspect, the tail, and a great part of the hair was forwarded to, I will then send you more.) His Lordship's body was this day shifted into spirits of wine, and a coffin, and the surgeon extracted the ball, which had lodged in the spine; it had carried, as far as the spine, a bit of his epaulet; his body is complete, but his countenance is entirely altered, nor could I perceive any remaining feature that could call him to my recollection, but his upper lip. Permit me to return, Sir, my most grateful thanks to you and Mrs. Bertie, for your kind invitation; I have to request you will present my best respects to her. The Rev. Dr. Scott desired me to give his compliments to you.

"Believe me, Sir, with the greatest respect,

"Your most obedient servant,

"RICHARD BULKELY."

"*Thomas Bertie, Esq. Captain, Southampton.*"

* Admiral Thomas Bertie, a portrait and memoir of whom are given, at the commencement of the present Volume.

ANECDOTES OF THE LATE ADMIRAL DRURY.*

WHEN, at the commencement of the last war, it became an object of importance to ensure the safe arrival of the homeward-bound trade from India and China, a fleet was stationed off Cape Clear for the purpose of protecting them. In this fleet, Admiral Drury had the command of the *Trusty*, and, blowing weather having rendered it necessary to put into the mouth of the Shannon, his ship, being the smallest, anchored, according to etiquette, inmost of the fleet. When orders were given to put to sea, his ship, according to the same etiquette, was the first to weigh, and put about and stand outwards; which he accordingly did, with a good deal of canvas set, and the tide running strong, with a stiff breeze off the land. The ship, in consequence, ran at a good rate, and came so close to the admiral, that a great alarm prevailed lest he should run on board and do great mischief to both. All hands were ordered up on board the admiral, and the greatest bustle and confusion prevailed. The admiral hailed Captain Drury, and, in very angry terms, censured him for the dangerous situation in which he had placed both ships. Captain Drury, in answer, bade him not to be alarmed, for there was not the least danger; and the *Trusty* having by this time brushed close by without touching, he added, "I knew I should do it; and I have done it to a hair."

Admiral Drury once met with an accident, in travelling in a stage-coach in Ireland, by which his arm was much hurt. On joining his friends at his journey's end, with his arm in a sling, they condoled with him on his misfortune, which gave rise to a conversation on the hazards of travelling by sea and land.—"I do not know how it is," said the admiral; "I have gone frequently into action without experiencing any very unpleasant sensation; but, when going into that machine, I had a feeling that convinced me I should not get out of it without some mischief or another."

LAUNCH OF H.M.S. BARHAM.

JULY 8, 1811, was launched from Messrs. Wigram and Co.'s dock-yard at Blackwall, H.M.S. *Barham*. She is built after the same draught as the *Vigo*, *Vengeur*, &c. and her principal dimensions are—

| | <i>Ft.</i> | <i>In.</i> |
|--------------------------------------|------------|------------|
| Length on the Gun-deck | 176 | 0 |
| —— of Keel for Tonnage | 144 | 11½ |
| Breadth extreme | 47 | 9½ |
| Depth in Hold | 21 | 1 |
| Light Draught of Water { Afore | 12 | 3 |
| { Aft | 17 | 6 |
| Burthen in Tons | 1761 | |

* An account of this officer's death and funeral will be found at page 179.

COPY OF A NAVAL CAPTAIN'S COMMISSION, IN THE YEAR 1647.

By the Com^{tees} of Lords and Commons for ye Adm^{ty} and Cinq. Ports :

To Capt. John Pilgrim Capitaine of the Parliam^{ts} frigott the President for this Summers Expedition. 1648.*

By virtue of an authority directed to this Com^{tee} from both houses of Parliam^t, we doe constitute & appoint y^{ou} Capitaine of y^e said frigott for the said Summers Expedition. These are therefore to require and authorize you forthwith to repaire aboard the said frigott to take the charge of Captⁿ in her accordingly: Hereby willing & charging the Mast^r officers, and Company of the said frigott, and every of them in their respective places to behave themselves wth due obedience to y^{ou} their Capitaine. And y^{ou} likewise to observe such directions as y^{ou} shall from time to time receive from the Com^{tee} the Commander in chiefe of the fleete or any other by their appointment for the service of the Parliam^t and Kingdome. And this shall be y^{or} war^{nt} dated at westm. this 21th day of Marche, 1647.

Warrant

Robert Moly

Ed Mountagu

John Eifer

John Eifer

* A great great great great grandson of this officer is now a lieutenant in the royal navy. A book, bearing the following title, and dedicated, in part, to Captain Pilgrim, is still in the possession of his family :—

“Elijah's Abatement: or, Corruption in the Saints. Discovered and distinguished in a Sermon, preached at Chatham in Kent, at the Funeral of that Faithful Minister of the Gospel, Mr. Gualter Resicell, M.A. late preacher there. By Tho. Case, M.A. and Rector of Giles in the Fields. London, printed by E. T. for Luke Fawn, and etc to be sold at his shop at the sign of the Parrat in Pauls Church-yard, 1659.”

NAVAL EPITAPH.

IN the church dedicated to St. Mary, Aldermanbury, is the following epitaph on a small monument with a rostral column, designed and made at Rome, by Domenico Cardrili, 1789 :—

Sacred to the Memory
Of JOHN SMITH, in the Navy of Gr. Britain, who discharged the active duties of an officer with zeal and fidelity ; gave vigour to Military discipline by the force of his own example ; and taught mankind That valour, tempered with humanity, is the true characteristic of a British seaman. The memorable actions in the Western World, where France disputed with England the empire of the sea, under her favourite Commanders, D'Estaing, De Guichen, and De Grasse, bear testimony to his Merit in this subordinate station. His admiral was preparing to confirm It, by raising him to a higher rank in the fleet, when he was unfortunately Drowned off Staten Island, in America, and left his country to deplore His loss, at the moment in which she fondly wished to have rewarded His services, September the viith. MDCCLXXVII, aged xxiv years.

CORRESPONDENCE.

MR. EDITOR,

THE following satirical letter, copied from the *Quebec Mercury*, of the 17th of June last, will, perhaps, attract the notice of your readers, in addition to the copious details which you have already given, of the late action between H. M. S. *Little Belt*, and the American frigate, *President*.
I am, &c. L. N.

“ TO THE RENOWNED JOHN RODGERS:

“ *Captain of the frigate, President, Commodore in the Navy of the United States of America, and Conqueror of the Little Belt.*

“ *Great and Valiant Sir*—The respect which the generous and brave bear to the courage of an enemy, and to the candour and veracity of a gentleman, will readily suggest an excuse for my addressing you, after your late glorious exploit. To whom are the love and admiration of the illustrious of all nations due in a higher degree than to Commodore Rodgers, commander of the naval forces of a great maritime power, for his conquest of the *Little Belt*?

“ Sir, I approach you, as my ancestors did the Druids of old, with sacred dread and silent wonder ! Your country confers no hereditary titles for the most distinguished services ; but why should not the present and future times record your fame by the name and addition of *Little Belt Rodgers* ?

"The heroes of my nation have risen in *promotion* (to the desire of obtaining which you refer Captain Bingham's conduct, in this affair) by subduing an enemy more powerful than themselves. It was thus the immortal Nelson rose—it was thus he fell. But you, unfettered with the prejudices of other nations, and recollecting that 'a *living dog* is better than a *dead lion*,' have, with a frigate carrying 50 guns, attacked an 18 gun-brig, subdued her, and still have to await the *blushing honours* of your country!! Your magnanimous government, Sir, having no enemies but those within it, supposing that the nations of Europe envied its happiness, and meditated its destruction, sent you out from its shores to cruise in pursuit of its enemies, and to avert the impending danger. You, cat-like, in the night-time, prowled for your prey, seized it, searched it, and have nobly achieved the safety of your country!

"You were ordered to attack an enemy of equal force with your own; but, with a prudence even surpassing your valour (knowing, like *Sir John Falstaff*, that the *better part of valour is discretion*!) you chose to attack a vessel of force about a third of the size of your own. Magnanimous crew!—Thrice valiant Commodore!!! You can say more than Cæsar:—'I came, I did not see (for it was in the night-time, and the enemy was so small that she could scarcely be seen in the day), I conquered!'

"Sweet and valiant Sir, if your lady lives in the peaceful retreat of Havre de Grace, how justly do you deserve her love! None but the *brave*, none but the *brave*, deserve the fair!

"Like that nation from whom you descended, when the conflict was over, you stretched forth your hand to save a dying enemy. 'You conquered to save.' If twenty or thirty men have been sacrificed to the sickly honour of your country, the consolation of having shewn so much humanity, after so vain a resistance, will keep your conscience from reproaching you with being your nation's *executor*!

"Great Sir, if ever another pious Æneas should, some hundred years hence, revisit the shades below, may he find you occupied in bellowing the vaunts of your country, and in cracking the l—— of your enemies. Most renowned hero! farewell.

"BRITANNICUS"

"Cape Diamond, June 10, 1811."

MR. EDITOR,

Bombay, 11 February, 1811.

I TAKE the liberty of enclosing, for publication, an account of an action between the pirates in the Persian Gulf, and the country ship *Macauly*, under my command.

On the *Macauly's* passage to Bushir, and while off Courjourn, we fell in with four piratical boats of the largest size, who made several unsuccessful attempts, during a perfect calm, to board us: we had little to fear from so few, and easily kept them off. On our return homeward, and while off the island of Bushrop, [qu. *Bushrab*] we again fell in with three

of the four above-mentioned boats, together with seventeen others, full of men, and elated with their recent successes, having just captured two brigs and five dows, belonging to Maskat.—We first saw six on the look-out, while the remaining fourteen were at anchor between the island Polia and the main. On their perceiving our approach, they all stood towards us, with the hopes, no doubt, of taking us by surprise. We were prepared, and immediately hoisted our colours, and informed them we were English, at the same time warning them not to approach closer, or we should be under the necessity of firing.—Paying no attention to this, and commencing with their matchlocks, obliged us to fire on them, notwithstanding which, and the confusion it occasioned in some of their boats, they continued closing with us. Our fire now was close and very effectual, having repulsed them in every attempt to board. Foiled in all their efforts to effect their object of boarding us, a few of the largest, one of which alone carried double the number of men on board the Macaulay, made a last and desperate effort to board, but were again repulsed. From this circumstance, together with various informations we have received of their increasing strength, there is every reason to apprehend the greatest danger, unless ships proceeding to the Gulf of Persia are well prepared to resist them.

To the determined exertions of my officers and crew, together with the assistance and gallant behaviour of Lieutenant Pedlar, of the 9th regiment (native) infantry, I am greatly indebted. Indeed, the conduct of every man on board surpassed my warmest expectations.

I am, Sir, &c. &c.

A. G. WADDINGTON,
Captain of the Company's ship Macaulay.

MR. EDITOR,

THE Fifteenth Report of the Commissioners of Military Inquiry has just been published. It relates to the following branches of the Ordnance Department:—Fortifications and Buildings, Barracks, Small Gun Department, and Shipping.

The Committee appointed to examine into the disposition of the Public Expenditure, and to consider what further measures can be adopted to reduce the said Expenditure, have just published their Eleventh Report.

This Committee has been industrious in its labours, and the Reports which they have published have been very beneficial in their effects. For their very arduous and exemplary exertions, we think the public is highly indebted to them. Had they done nothing more than expose the defalcations of Mr. George Villiers, they would richly deserve our thanks.

But, for the present, I must briefly confine myself to the contents of the Report before us. It takes up no *new* subject, but makes further and more minute inquiries into those branches of public expenditure which had before occupied the attention of the Committee. The Committee has assigned a reason for confining their inquiries to subjects that had been

already submitted to the House in some detail; and, as they speak so satisfactorily, I will quote their own words:—"They deemed it inexpedient to enter upon any new matter, until they could furnish such ample means of information upon the contents of their former Reports, as might enable the House to judge of the propriety of the various suggestions and observations which they have made in the course of them, and to take such measures as to their wisdom may seem fit, for removing any of the defects which have been brought under their notice."

The first subject treated upon by this Report, is the office of "*Paymaster of Marines*," The same subject occupied the first part of the Fifth Report. Among the many other curious but unaccountable things which it mentioned, was one that created considerable discussion in the House of Commons, namely, the loss of the bond given by Mr. Villiers. To the researches made for it, the invariable return was—*non est inventus!* Nobody knew any thing about it—all wondered what could have become of it! At last, however, the precious relique was found! According to this Report, it was "discovered" by one of the Admiralty clerks, who is employed to arrange the whole of the Marine Papers, "*in the midst of one of the bundles of Marine Monthly Returns.*"!

An account of the proceedings adopted for the recovery of the "debt," the *defalcations*, which amount to *two hundred and sixty-four thousand, five hundred and seven pounds*, is published in this Report. By this statement, it appears that *fifty-six thousand, four hundred and sixty-two pounds, nineteen shillings*, resulting from the sale of estates, &c. have already been received, and it adds under the head, "*to be expected*," the sum of *seventy-nine thousand, seven hundred and forty-nine pounds, seventeen shillings*. These two sums, that is, including the large one which is "expected" to be received, make together *one hundred and thirty-six thousand, two hundred and twelve pounds, fifteen shillings*. Thus, if all be received that is "expected," even then the public will lose the enormous sum of *one hundred and twenty-eight thousand, two hundred and ninety-five pounds, fifteen shillings*, by the late paymaster of the marine forces!! Besides this loss, a great sum will go to defray the necessary expenses attendant upon recovering the *one hundred and thirty-six thousand, two hundred and twelve pounds, fifteen shillings*.

In a previous Report, the Committee recommended that the office of paymaster of marines should be abolished, and the duties of it transferred to the Navy Pay Office. This recommendation gave rise to a correspondence and discussion on its propriety, between the Commissioners of the Treasury, the Treasurer of the Navy, and the Committee, an account of which is set forth in the *Appendix* to this Report. But the Committee are inflexible. They say, "after perusing these papers (the statement of the correspondence and discussions) they see no reason to alter the opinion before given."

DUIILLIUS.

MR. EDITOR,

IF you think the enclosed worthy a place in your *CHRONICLE*, I can answer for its originality. It, with other letters relating to the same service, has not been thought of sufficient consequence to be published.

I need not tell you, Mr. Editor, that the officers to whom these letters relate, feel that their conduct does not deserve to be so overlooked.

VERITAS.

(COPY.)

" SIR,

" *H.M.S. Sheldrake, off Hielm, 8. July, 1811.*

" I beg leave to inform you, that H. M. S. under my command came up with the rear of the enemy's gun-boats about six o'clock this morning, which we immediately brought to close action, and I am happy to say No. 2 and No. 5 struck to us: they each mount one long 24-pounder, one 32-pounder, carronades, and are manned with thirty-five men each. As this brig has been in action with the enemy's gun-boats four times, and five of them have been captured and destroyed by her, I trust it will not appear presumption on my part, to recommend to notice the first lieutenant, Wm. Luckraft; whose zeal, gallantry, and ability, have, in every instance, been truly conspicuous. Indeed, Sir, I have not words to express my admiration of the extreme good behaviour of every individual under my command.

" Both lieutenants commanding the gun-boats are severely wounded, and several men.

I have the honour to be, &c.

" J. P. STEWART."

" *Capt. C. Dudley Pater, H.M.S. Cressy.*"

SHIPWRECKS.

THE MANDARIN.

THE subjoined statement, copied from an East India Paper, bears the date of Penang, December 25, 1810:—

" We sailed for Ternate immediately with 100 troops on board, and attacked it ourselves; our endeavours were crowned with success, after meeting with an obstinate resistance, and the loss of three killed, and eighteen or twenty wounded. We returned to Amboyna in October, when the governor requested Captain Tucker would remain there in the *Dover* to assist in defending the island against an invasion from Java, which was expected; he complied, and sent me in the *Mandarin* (prize-ship) with despatches for the admiral, and orders to procure stores and provisions at this place for the *Dover*, which she was in great want of. I sailed on the

second of November, and, after a very fair passage for that time of the year, arrived in the Straits of Singapour on the 8th of December; on the 9th in the morning, beating through a narrow part of the Channel, and having no chart but a very old one on a small scale, I stood too far over, and unfortunately got on shore. It then blew a moderate breeze; I did every thing in my power to get her off, but having no boat large enough to carry an anchor out, could not succeed. In a short time it came on to blow extremely hard, and the tide had left her so much, that, to prevent her capsizing, I ordered all the masts to be cut away. A Chinese junk passed us in this situation, and, although we had a signal of distress flying, and continued firing guns, she passed without attempting to render us any assistance. The wind and sea continued increasing, which occasioned the ship to thump so hard, that she began to make a great deal of water: when I found her in danger I sent the boat on shore to a small island near us, with the despatches, and, when I found it impossible to save her, I considered it my duty to endeavour to save the crew; we then collected all the spars we could, and made a raft, which, by five P.M. was complete: having nine women and three poor little children on board, you may suppose my first care was to secure them. (Thank God! I succeeded; and by seven I landed with all the crew, except four Lascars, who got intoxicated, and persisted in remaining by the wreck. The island was only about half a mile in circumference, and had only a few bushes to shelter us from the rain, which poured down in torrents all the night. At daylight, contrary to my expectations, the ship having kept together, I launched the boat, and with much difficulty got on board. I found she had bilged during the night, and was full of salt water, consequently all the fresh was spoiled. I sent a few pieces of salt beef, and a few other things, by the boat, for the people on shore, and remained by the wreck, with one European and four Lascars, intending, when she returned, to quit the wreck with every thing I could save, as I saw she could not hold together much longer. The boat had hardly got on shore, when the wind increased so much that she could not possibly return, and I had the mortification of seeing her put back after making three attempts. At this time the sea was making a complete breach over her, and every moment I expected she would go to pieces. At this critical moment it pleased the Almighty to send the *Chiffonne* to our assistance; she was coming through the Straits, and seeing our distressed situation, anchored, and sent a boat immediately to our relief; but the weather being so very bad, the ship had gone to pieces about half an hour before she reached us. The European, one Lascar, and myself, were taken from the jib-boom, which we had, with much difficulty, reached; the others had all gone adrift, but by the great exertions of Lieutenant Creighton, they were all picked up, except one, who was unfortunately drowned."

FRENCH DOCUMENTS RESPECTING THE LATE NAVAL OPERATIONS IN THE INDIAN SEAS.

(Continued from Vol. XXV. page 238.)

THE *Moniteur* of July 16, 1811, contains the Report of a Council of Inquiry into the causes and circumstances of the surrender of the Isle of France. It is of considerable length, and we must confine ourselves to a few extracts from it.

The report begins by stating the population of the island at 14,000 whites and free negroes, and 60,000 slaves. It then proceeds thus :—

“ General Decaen had been Captain-general of the Island, as well as of the adjoining French colonies, since September, 1803. They were flourishing under his government. His artillery was numerous, and sufficiently supplied against an enemy who could not prolong his attacks. On the first of November, 1810, his total force amounted to about 2,300 men: There were also about 800 National Guards scattered over the different quarters of the island, but of these only a third was able to carry arms.”

The Report then proceeds to detail the different measures adopted by Decaen after the capture of the Isle of Bourbon, which principally consisted in concentrating his force at Port Napoleon, as the most central and commanding point. It then states the British force employed in the capture at 23,590, of whom 14,850 were Europeans!! After detailing the landing and advance of our troops, together with their preparations for a general attack, the Report proceeds thus :—

“ General Decaen then considering the great inferiority, in number, of the French troops—the proximity of the enemy, who was only 1,500 toises from a weak line, 1,200 toises in length, ill furnished with troops; the new debarkation, which the enemy probably meant to act upon *Grand Riviere*, 600 toises from a place where he had only 200 men to oppose it; the improbability of sufficiently beating the enemy to force him to re-embark; and being without provisions and resources; persuaded that he had done all in his power to execute the orders of his Sovereign, and preserve untarnished the glory and honour of the French name; seeing that, by a capitulation, he might restore to his country 2,000 brave men, soldiers and seamen, he resolved to demand a suspension of hostilities, and negotiated and concluded a capitulation on the 3d of December.

“ General Decaen could not hope to defend the Isle of France, particularly after the capture of the Isle Buonaparte, having at most only 2,000 men to oppose to an infinitely greater number, and being almost without provisions; this want of every thing, the result of imperious circumstances, was not his fault, and could not be imputed to him in any respect.

“ That General maintained the colony in a prosperous state, by his cares, and by the encouragement given to the marine under his orders,

It may even be presumed, that with less activity and success in his plans against the English, he would have caused them less inquietude, and consequently that they would not have thought of collecting the most powerful means of taking possession of an island, from which he incessantly harassed them. In fine, this General had taken good measures, and made wise arrangements, for defending the colony with the feeble means which were at his disposal.

"The Council of Inquiry, therefore, think that the capture of the Isle of France must be imputed to the want of troops, of supplies, and of money, which circumstances did not permit the mother country to send out to it.

(Signed)

" Marshal SERRURIER, Pres.

Counts DEJEAN.

LAMARTILLIERE, and
GASSENDI."

"Paris, July 4, 1811."

[To be continued.]

STATE PAPERS.

PROCLAMATION.

IN the name of his Majesty, George III. King of the United Kingdom of Great Britain and Ireland.

The proclamation in the name of his Britannic Majesty, of the 5th of December, 1810, having announced that, by a former proclamation, the inhabitants of the Isle of France would be forthwith informed of the way in which the Administration of this Island would be established; it is, in consequence, decreed as at the Isle of Bourbon, as follows:—

Art I.—All the ecclesiastical establishments, and those who fill religious offices, shall be preserved under the British Government, under the same laws and regulations which existed in the island before its surrender.

II.—All establishments, as well judicial, as those of the police, shall be alike preserved and continued, *durante bene placito*, under the British Government, on the same basis and rules, as before the surrender, except with respect to the following regulations: 1st. All sentences shall be in the name of George III. King of the United Kingdom of Great Britain and Ireland, instead of being entitled as heretofore. 2d. All decrees of the Court of Appeal established in the island, against which persons might formerly appeal before the superior Courts of the Government, in France, shall be, until further orders, presented (provided the parties who consider themselves aggrieved shall be so disposed) to the governor of these islands, who will decide, after he shall have submitted them to the judge and magistrate of the colony, for his advice and opinion; nevertheless, in all

cases where the parties may wish to appeal to his Britannic Majesty in Council, that right is permitted, as it formerly existed with respect to the Courts of Appeal in France. In no case shall any cause be referred to his Britannic Majesty, where the judgment shall not exceed the sum of four million pieces of eight.

III.—John Shaw, Esq. Bachelor of Laws, Licentiate and Advocate, has been appointed and commissioned Judge and Magistrate for this Island and its dependencies.

IV.—All complaints, except for military offences, which can be brought against subjects of his Britannic Majesty, not already submitted to the laws of the colony, shall, till further orders, be submitted, by the complainants without further delay, to the judge and magistrate, who shall hear and examine the complaint, and make his report to the Governor; who will determine on its merits.

V.—All the inhabitants of the island may and will enjoy the same privileges in respect to commerce, as are and shall be legally enjoyed by his Britannic Majesty's other subjects; all persons desiring it shall be informed of the rules, regulations, and restrictions which exist relative to commerce, as well as those that shall be, to this end, addressed to the tribunals, and deposited at the custom-houses which are or shall be established in the colony.

VI.—All the public functionaries formerly employed to make reports, will continue to do so, from time to time, to the heads of their departments, who, when they submit to the Governor, will take care to be well acquainted with the situation of the colony, as was the custom under the French Government.

VII.—Whenever, in other parts of the administration, not hitherto mentioned, Government shall please to make the necessary appointments, it will be invariably determined in its choice of persons whose morals, talents, and fidelity, shall be particularly known.

VIII.—The Governor will receive, at all times, either in writing, or in person, such just complaints as the inhabitants may have to make, in order to redress them.

Lastly, from the publication of these presents, all persons shall be bound to obey them.

The Governor of the Isles of France, Bourbon, and their dependencies.

R. T. FARQUHAR.

By order: The Chief Secretary to Government,

A. BARRY.

Port Louis, Isle of France, 28th December, 1810.

An Estimate of the Loss sustained by the East India Company, by the Capture and Wreck of Shipping, 1807-8 and 1808-9.

| | Cargo, Homeward. | Cargo, Outward. | Advances, Impress and War Contingencies. | Value of Ship. | TOTAL. |
|------------------------------|---------------------|--------------------|--|----------------|-----------|
| | £. | £. | £. | £. | £. |
| Walpole | 3,235 | ..... | 8,471 | ..... | 11,706 |
| Admiral Gardner ..... | ..... | 21,759 | 16,138 | ..... | 37,897 |
| Britannia ..... | ..... | 57,091 | ..... | 60,729 | 117,820 |
| Travers ..... | ..... | 6,568 | 7,990 | ..... | 14,558 |
| Lord Nelson | 49,026 | ..... | 14,442 | ..... | 63,468 |
| Experiment | 5,292 | ..... | 7,178 | ..... | 12,470 |
| Glorv | 5,292 | ..... | 6,583 | ..... | 11,875 |
| Calcutta | 124,452 | ..... | 14,463 | ..... | 138,915 |
| Bengal | 121,262 | ..... | 14,339 | ..... | 135,601 |
| Jane Duchess of Gordon | 86,089 | ..... | 14,451 | ..... | 100,540 |
| Lady Jane Dundas | 36,808 | ..... | 14,508 | ..... | 51,316 |
| Europe | 140,000 | ..... | 14,398 | ..... | 154,398 |
| Streatham | 140,000 | ..... | 14,502 | ..... | 154,502 |
| Asia ..... | ..... | 28,565 | 14,446 | ..... | 43,011 |
| £. | 711,456 | 113,983 | 161,909 | 60,729 | 1,048,077 |

If the above outward cargoes had been invested in India without loss, and with the homeward cargoes had arrived in England, they would have probably realized a sum, clear of duties and charges payable thereon, to the extent of £.1,141,909, which would either have been received before the 1st March, 1811, and to that amount would have reduced the expected deficiency at that period, or would have remained unsold in the Company's warehouses.

| | | | | |
|--|-----------|-----------|--------------|--|
| Prime Cost Goods Homeward..... | £.711,456 | } 174,712 | } £. 886,168 | |
| Ditto Outward | £.113,983 | | | |
| Value of a Ship..... | 60,729 | | | |
| Cost of Homeward Cargoes..... | £.711,456 | | | |
| Cost of Outward Cargoes..... | 113,983 | | | |
| | <hr/> | | | |
| | 825,439 | | | |
| Estimated Produce in England, as above | 1,141,909 | .... | 316,470 | |
| | <hr/> | | | |
| Total Loss..... | £. | 1,202,638 | | |

(Errors excepted)

CHAS CARTWRIGHT, Acc^t Gen^l.

East India House, }
the 8th April, 1810. }

Accompaniment to the above.

At a joint committee of warehouses and shipping, the 2d February, 1810,

Your committee, under a deep impression of the importance of a very full and particular inquiry into the causes which have or may have occasioned the severe and unprecedented losses which the Company have sustained in their shipping in the course of the last twelve months, have endeavoured, by the fullest investigation, and by application to every source of information, to obtain a perfect knowledge of facts and opinions relative to this subject.

With this design, your committee proceeded in the first place to call before them several of the commanders of those ships which sailed in two fleets, which experienced such violent gales of wind on their passage to England, and examined each of these commanders very minutely, as to the situation of the fleets in which they respectively sailed, and of their own ships, during the gales; also as to the manning and lading of the ships in general; and as to the opinion of the commanders, whether the missing ships are lost; and, if lost, as to what may have been the cause of that misfortune. Your committee also directed the other commanders who were not in attendance, to transmit statements in writing, as to the points before-mentioned; and, from this collective evidence thus obtained, it appears:—

First: That the fleet, consisting of the ships named in the margin,* sailed from Madras on the 25th October, 1803, under convoy of H. M. S. Albion; that, on the 26th November, in latitude 10° south, and longitude 91° east, a violent gale commenced, which lasted till the 23d.

That several of the ships were laid on their beam ends, with their lee gunwales in the water, which rendered the scuppers useless, and filled the gun-decks with water; that the sea made fair breaches over them; that they took in water at all the seams in the side, and that it was with great difficulty the pumps were kept going: That the Ceylon suffered severely by the hurricane, (which is described by Mr. Harris, the acting commander of that ship, as having been most tremendous) and that, in endeavouring to veer the ship, as the only means of saving her, the mizen-mast went over the side, and she righted: That the Diana was in a situation still more perilous, and would most probably have foundered, had the crew not succeeded in cutting away the foremast, which was effected by very great exertion; that the mizen and main-top-mast were carried away early in the gale; and that, had it not been for this circumstance, by which she was enabled to veer, she would have been run on board of by two ships during the night.

That the other ships were likewise in much distress; and Captain Ramsden, of the Phoenix, stated, that the weather he experienced was

* Phoenix, Ceylon, Lord Nelson, Preston, Tigris, Experiment, Diana, Glory, and Ann.

tremendous, such as if he had not seen he could never have believed possible, although he had before been in a tiffon, but that he thought the gale was very different at the distance of a few miles.

That the commanders did not consider any of the ships too deeply laden, but that the Lord Nelson and Experiment were much by the head.

That the commanders uniformly concur that the ships in general, but more particularly the missing ships, with respect to the quality of their crews, were very badly manned; and two of them mention, that had it not been for the assistance derived from the exertions of the passengers, invalids, and French prisoners they had on board, their own ship would have been lost; and Captain Ramsden stated, that if his ship had been as badly manned as the Lord Nelson, she must have foundered.

That a number of men were pressed from each of the ships in India, consisting of the petty officers and the best seamen.

That the Lord Nelson, when last seen by the Phoenix, at 2 P.M. on the 21st November, was under close reefed main-top-sail, and storm-stay-sails.

That the Experiment was seen at the same time, with her fore-sail, and reefed main-top-sail set, fore and mizen top-gallant-mast on deck, and her spritsail-yards and jib-boom in, and that she was plunging very deep.

That the Glory was seen at the same time astern of the Lord Nelson; that she was leaky in the wooden ends; that her head was loose, and that she had double reefed topsails and courses set.

That the commanders concur in opinion, grounded on the state of their own ships during the gale, that the missing ships must have foundered from the violence of the hurricane.

Secondly: That the fleet, consisting of the ships named in the margin,* sailed from Point de Galle on the 15th February, 1809, under convoy of his Majesty's ships Culloden (Admiral Sir Edward Pellew) and Terpsichore.

That on the 14th March, 1809, a severe gale of wind commenced, in latitude $22\frac{1}{2}^{\circ}$ south, longitude 61° east, the wind having blown in squalls for three days before, and gradually increased.

That the violence of the gale was such, as to cause great apprehension in all the commanders for the safety of their ships, as large quantities of water were shipped, and the sea made breaches over all of them.

That a sudden shift of the wind on the 15th, in the morning, from the south-south-east to east-south-east, was most alarming, as the sea was running tremendously high, and the ships could not be freed with all the pumps.

That on the 16th, after a short lull, a second shift of wind from the north west was much more dreadful, as the ships lay in the trough of the

* William Pitt, Calcutta, Lady Jane Dundas, Hugh Inghs, Jane Duchess of Gordon, Earl of St. Vincent, and Bengal.

Extra:—Sovereign, Sir William Bensley, Huddart, Harriet, Euphrates, Nottingham, Lord Eldon, and Indus.

sea; that those ships farthest to the westward experienced the severity of the second gale, and that some of those that were deeply laden were obliged to throw some of their guns, and part of their cargoes, overboard, to avoid foundering.

That two of the ships (the *Sir William Bensley*, and *Earl of St. Vincent*) did not lay-to, but scudded, and therefore experienced with greater violence the north-west gale.

That the four missing ships, when last seen, were under close reefed main-top sail and fore-sail, and had not hove to; and Captain Samson, of the *Earl St. Vincent*, stated, that had he been scudding under main-top-sail when the wind shifted, in his opinion, his ship must have lost her masts; and Captain Campbell, of the *Sovereign*, also stated, that had his ship been scudding under her fore sail and main-top-sail in the shift of wind, she would have gone down stern foremost, or would have lost her masts.

That the commanders in general considered the hurricane months off the French islands to be those from December to April, but particularly February and March; but that a difference of opinions is entertained by the commanders as to the course which the fleet steered, some thinking that the fleet was taken too near the islands of France and Bourbon; while others stated, that they had been nearly the same track before, without meeting any gales; and Captain Hooper, of the *Sir William Bensley*, considered the ships would not have escaped the gales in the present instance, if they had been more to the eastward.

That the commanders differ in opinion respecting the loading of the ships, some considering a part of them to have been too deep, while others are of opinion, that they were not deeper than ships have usually been on leaving India. Two of the missing ships, the *Jane Duchess of Gordon*, and *Lady Jane Dundas*, are stated to have been in fair-sailing trim.

That the commanders, in general, consider that some of the ships were, upon the whole, well manned, and others tolerably so; that although, in several ships, there was a deficiency of English seamen, yet the ships' companies were completed with Lascars, and Danish prisoners of war, who were procured in Bengal.

That the *Calcutta* and *Bengal*, two of the missing ships, were the best manned.

That a great number of men were pressed from the ships on their arrival in India, consisting, generally, of the best seamen and petty officers, and that the ships were much distressed by the conduct of his Majesty's officers in India.

That in some instances, where a number of men were taken out, and a protection given by the admiral from further impress, such protection was afterwards respected, but in others disregarded by the captains of his Majesty's ships.

That only three of the commanders, out of eleven, entertain any hopes of the safety of the four missing ships of this fleet; the remainder concur in

considering, that, by scudding, they encountered the violence of the shift of wind in the second gale, and that they have either foundered, or run on board of each other.

That Captain Lynch, of the *Harriet*, and Captain Herbert, of the *Euphrates*, two of the three commanders above mentioned, consider it possible the missing ships may have been dismasted, and bore up for St. Augustine's Bay; and Captain Samson, of the *Earl St. Vincent*, considers that if they were dismasted in the first gale, and had taken advantage of the second gale, they may have gone to New Holland.

That the *Calcutta* was last seen by the *Huddart* on the 14th March, on the admiral's weather beam, with a close reefed main-top-sail and fore sail.

That the *Bengal* was last seen through the haze by the *Huddart* on the 14th March, under close reefed main-top-sail and fore sail.

That the *Lady Jane Dundas*, and *Jane Duchess of Gordon*, were last seen by the *Hugh Inglis*, under close-reefed main and fore-top-sails, at 3 P.M. on the 14th March, then blowing a storm.

That the admiral, in the *Culloden*, scudded during the first gale, by which she got more to the westward, at the commencement of the second gale.

That the *Culloden* suffered very severely in the shift of wind, by shipping large quantities of water on her decks.

That the *Nereide* frigate, strongly manned, which was upon a cruise off the French Islands, very severely experienced the same gale. She was laid over with her lee quarter-deck guns under water, without having any sail set, and the captain was obliged to cut away all her masts to save the ship; and two of his Majesty's sloops in company with the *Nereide*, have not since been heard of.

The committee, with this evidence before them, requested the professional members of your committee to favour them with their opinion on the subject; and your committee beg leave to lay before the Court, copies of the reports which your committee have received from two of those gentlemen, Mr. Millet, and Mr. Williams; and also copy of a letter to the chairman, from a late professional member of the Court, now out by rotation (Mr. Cotton).

Mr. Cotton, in his observations, attributes the serious accidents which have lately happened, to the following causes:—

1st. The pressing so many men out of the ships, thereby weakening their crews, and rendering them, when a press of sail is carried to keep up with the convoy, unable to prepare for bad weather when a gale of wind comes on.

2dly. The going from one part of India to another to join convoy.

3dly. The navigating in improper seasons; and not sailing far enough to the eastward to clear the hurricanes, which are prevalent near the Mauritius.

Mr. Millet, after a detail of the situation of the second fleet, collected

from the ships' journals, states, That the course steered, in his opinion, led the fleet too near the Islands of Mauritius and Bourbon, and points out the necessity of keeping without the vortex of those gales and hurricanes, which prevail in their vicinity at certain seasons of the year.

Mr. Millett further considers the ships to have been as well manned as circumstances would admit, and better than homeward-bound Indiamen generally are, and attributes the loss of the ships to stress of weather.

Mr. Williams, after a review of the evidence given by the commanders of the second fleet, and considering the state of the ships in regard to manning, loading, and the course steered by the commodore, is of opinion, that the ships have not been lost from any one of those causes, but believes they have unavoidably suffered from stress of weather. A member of your committee, Mr. Majoribanks, having stated in his place, that, in his opinion, one of the leading causes of the loss of the Company's ships, was the weak state of their crews; your committee have had reference to a paper on the subject of manning, some time since delivered in by that gentleman, and which was under the consideration of the committee of shipping, in which paper a plan is proposed for the efficient manning of the Company's ships, of which the leading ideas are, to divide the ships companies into classes, to allow each class a different rate of pay, and to have a certain number, about three men to every 100 tons, protected from the impress. This paper your committee consider well deserving the attention of the Court, and your committee have therefore annexed a copy of it for the Court's information; to which is subjoined, a paper, given in by another member of your committee, containing some observations made with a view to promote the efficiency of the said plan.

Upon the same subject, a plan, formed twelve years ago in India by Mr. Bebb, a member of the Direction, has this day been laid before the Court. It goes to two objects very much connected, the improvement of the supply of men to the King's ships in India, and the better provision and protection of the crews of the Company's ships; and the substance of it may therefore be included in the representation to be made to the Admiralty.

Your committee having wished to ascertain how far the course steered by the fleet, of which the four missing ships formed a part, differed from or agreed with the tract followed by fleets in former years in passing the French Islands, directed the master attendant and his deputy to examine the ship's journals in this house for a series of years; which, those officers having done, and traced the course of each year homeward on a chart, which is hereunto annexed, together with a table, shewing the nearest approach of fleets in different years to the islands; it thence appears that the tract steered in the voyage in question was not an unusual one, but a middle course, compared with that of former fleets.

To shew also how few accidents have heretofore occurred, and how unprecedented the present losses may be considered, your committee have annexed a list of the number of ships lost and captured in each season since the year 1776.

Upon a review of the facts, information and opinions, which have come before your committee in this inquiry, your committee are of opinion in respect to the missing ships of the first fleet, that no hope can be entertained of the safety of the ships *Lord Nelson*, *Glory*, and *Experiment*; all the commanders who sailed in that fleet agreeing as to this point, and the long time that has elapsed serving to confirm that conclusion.

That, in respect to the four other missing ships (of the second fleet) the *Calcutta*, *Bengal*, *Lady Jane Dundas*, and *Jane Duchess of Gordon*, as three only of the commanders out of eleven who sailed in the fleet with them, consider that there is a possibility of their having got into *Madagascar* or *New Holland*, and the other eight commanders entertain no hope concerning them, your committee are, from this preponderance of opinion, as well as the other circumstances above enumerated, led to apprehend that very little idea can be entertained of their safety, particularly as it appears that the four missing ships, when last seen, were following the admiral under as much sail as the nature of the gale would admit; and it may of course be supposed that they experienced, with the same violence as the admiral's ship, the *Culloden*, the effect of the sudden shift of wind; and when the superior advantage of a line-of-battle ship, in the strength of her crew, is considered, it may be concluded, that, as the *Culloden* narrowly escaped, the gale proved fatal to the missing ships.

It further appears evident, upon the most mature consideration, and comparison of the evidence and opinions before recited, that the loss of the ships must principally be attributed to the severity of the hurricanes; but there are some points nevertheless, which, though they may not themselves have been sufficient to occasion such dreadful consequences, yet, when combined together, may possibly have contributed to bring on that calamity, which there can be little doubt has befallen the missing ships; and to guard against which, in future, every possible measure of precaution should speedily be adopted.

Those points may be classed under the following heads:—1st. The indifferent manning of the Company's ships on their returning voyages, mainly from the circumstance to be next mentioned.

2d. The impressing of men from the Company's ships in India, excessive in point of numbers, and selecting likewise the best men.

3d. The loading of the ships. It has been said, that some of those in question were too deeply laden. This idea appears to have arisen from the quantity of saltpetre which two of the four missing ships of the second fleet had on board, nearly 7000 bags; but such an allotment of saltpetre to ships of 800 tons, has at different periods been before made, and in the present case each of the ships which had 7000 bags, landed 50 tons of kintledge, and the other two missing ships had only 5000 bags of saltpetre, which is a quantity by no means unusual.

4th. The times of despatch from India. In the case of the two fleets now in question, it has been supposed that the despatch was unseasonable; but the fact is otherwise. The first fleet sailed from Madras the 25th October, 1808, the second from Ceylon, the 15th February, 1809. These

periods were calculated to give them a fair weather passage to Europe, and only incurred any degree of risk with respect to the first, whilst it remained on the coast.

5th. The course steered has been deemed by some respectable opinions, to have been too near the French islands, although that opinion does not appear to be confirmed by the series of journals which have been consulted.

In regard to the two first points, respecting manning and pressing, it appears from the evidence given by the commanders, and every other information which has been obtained, that the ships of the first fleet were all very badly manned; and that, although the ships of the second fleet were in a better situation in that respect, yet it arose from the casual circumstance of the commanders being able to procure at Bengal a number of Danish prisoners of war to complete their complement. All the commanders concur in representing, in very strong terms, the hardships and distress they have experienced from the system of pressing from their ships in India.

Your committee having thus investigated the circumstances attending the fate of the two fleets homeward-bound in the year 1808 and 1809, they will next advert to other losses which the Company have sustained in their shipping in the course of the last year.

Some of these have, indeed, been already investigated by the Court, and it will be sufficient to take only a summary notice of them. The *Walpole* was lost, homeward-bound, off Margate, 18th December, 1808, being driven on shore from stress of weather. The *Britannia*, and Admiral Gardner, lost on the Goodwin Sands, outward-bound, 25th January, 1809, from stress of weather, and the bad quality of which their crews were composed.

The *Travers*, lost in the Bay of Bengal, 7th November, 1808, by striking on a rock.

The *Asia*, lost going up Bengal River, 1st June, 1809, in charge of the Pilot.

The *Streatham* and *Europe*, homeward-bound, richly laden, captured by the French frigate *Caroline*, 31st May, 1809, the ships being so weakly manned, in consequence of a large proportion of men, and those consisting of most of their petty officers, being taken out in India, that the commanders were unable to make that resistance which otherwise might have been expected.

In taking a general review of the extraordinary losses which have occurred in the course of a year past, your committee, though fully aware of the long existence of unvarying regulations for the construction of the Company's ships, have thought it right to inquire of the marine officers of the House, whether, in point of fact and practice, any and what alterations had taken place of late years in the building of ships; and the accompanying report from the master attendant and surveyor of shipping, states, that no material alteration has been admitted since the year 1787, after which period were built all the ships lately lost, some of which were nearly new.

(To be continued.)

NAVAL ARCHITECTURE.

LIST OF PART OF HIS MAJESTY'S SHIPS, OF THE THIRD RATE, WITH THEIR DIMENSIONS, &c.*

| Guns. | SHIPS. | Dimensions. | | | | | Burthen in Tons. | When Built. | Where Built, &c. | | | |
|-------|---------------------------------|-------------------------|---------------------------------|------------------|----------------|----|------------------|-------------|------------------|----------|-------------------------|-------------|
| | | Length of the Gun-deck. | Length of the Keel for Tonnage. | Breadth Extreme. | Depth in Hold. | | | | | | | |
| | | F. | I. | F. | I. | F. | I. | Years. | | | | |
| 74 | Alfred | 169 | 0 | 138 | 5 1/2 | 47 | 2 | 1620 | 1778 | Chatham. | | |
| | Audacious | 163 | 2 | 138 | 0 | 47 | 1 | 19 10 | 1624 | 1785 | Thames. | |
| | Achilles | 162 | 2 | 149 | 9 1/2 | 49 | 0 1/2 | 21 10 1/2 | 1916 | 1780 | Do. | |
| | Berwick | 176 | 1 | 144 | 11 1/2 | 47 | 9 1/2 | 21 3 | 1762 | 1807 | Deptford. | |
| | Bedford | 168 | 6 | 138 | 2 | 46 | 9 | 20 | 0 | 1606 | 1775 | Woolwich. |
| | Bellerophon | 168 | 0 | 138 | 0 | 46 | 10 | 19 | 9 | 1613 | 1786 | Ermsbury. |
| | Bellona | 168 | 0 | 138 | 0 | 46 | 11 | 19 | 9 | 1615 | 1789 | Chatham. |
| | Braunswick | 176 | 0 | 145 | 2 | 48 | 9 | 19 | 6 | 1836 | 1760 | Deptford. |
| | Belleisle (<i>Formidable</i>) | 184 | 5 | 149 | 5 | 48 | 9 | 21 7 1/2 | 1839 | | Taken by Lord Bridport. | |
| | Canada | 170 | 0 | 138 | 1 | 46 | 9 | 20 | 6 | 1605 | 1765 | Woolwich. |
| | Captain | 170 | 0 | 140 | 5 | 46 | 10 | 20 | 6 | 1639 | 1787 | Thames. |
| | Carnatic | 172 | 4 1/2 | 140 | 3 1/2 | 45 | 0 | 20 | 9 1/2 | 1720 | 1783 | Do. |
| | Centaur | 176 | 0 | 144 | 3 | 49 | 0 | 20 | 0 | 1842 | 1797 | Do. |
| | Culloden | 170 | 0 | 138 | 11 | 47 | 8 1/2 | 20 | 3 | 1638 | 1785 | Do. |
| | Conqueror | 174 | 0 | 144 | 3 | 49 | 0 | 20 | 9 | 1842 | 1801 | Harwich. |
| | Defence | 168 | 0 | 138 | 0 | 46 | 9 | 19 | 9 | 1608 | 1763 | Plymouth. |
| | Defiance | 169 | 0 | 138 | 0 | 47 | 4 | 19 | 9 | 1645 | 1783 | Thames. |
| | Dragon | 178 | 0 | 146 | 9 | 48 | 0 | 20 | 6 1/2 | 1798 | 1756 | Do. |
| | Edgar | 168 | 0 | 138 | 0 | 46 | 10 | 19 | 9 | 1610 | 1779 | Woolwich. |
| | Elephant | 168 | 0 | 138 | 0 | 46 | 11 | 19 | 9 | 1675 | 1787 | Harwich. |
| | Ganges | 169 | 6 | 137 | 7 | 47 | 8 | 20 | 3 | 1679 | 1782 | Thames. |
| | Goliath | 168 | 0 | 138 | 0 | 46 | 9 | 19 | 9 | 1664 | 1781 | Deptford. |
| | Hector | 168 | 8 | 138 | 1 | 47 | 0 | 20 | 3 | 1622 | 1774 | Do. |
| | Irresistible | 168 | 0 | 138 | 10 | 47 | 9 | 18 10 | 1643 | 1787 | Harwich. | |
| | Kent | 182 | 8 | 149 | 11 | 49 | 7 1/2 | 21 3 | 1964 | 1798 | Thames. | |
| | Leviathan | 173 | 3 | 140 | 4 | 47 | 10 | 20 | 9 | 1707 | 1790 | Chatham. |
| | Majestic | 170 | 6 | 141 | 0 | 46 | 9 1/2 | 20 | 6 | 1642 | 1785 | Thames. |
| | Mars | 176 | 1 | 144 | 1 | 49 | 2 | 20 | 0 1/2 | 1853 | 1794 | Deptford. |
| | Milford | 181 | 0 | 149 | 1 | 49 | 0 | 21 | 0 | 1906 | 1805 | Milford. |
| | Monarch | 168 | 5 | 138 | 2 | 46 | 10 | 19 | 9 | 1612 | 1765 | Deptford. |
| | Montagu | 169 | 0 | 138 | 4 | 47 | 1 | 19 11 | 1631 | 1779 | Chatham. | |
| | Northumberland | 182 | 0 | 150 | 1 | 48 | 7 | 21 7 | 1888 | 1758 | Thames. | |
| | Orion | 170 | 5 | 140 | 6 1/2 | 46 | 10 | 20 | 6 1/2 | 1646 | 1787 | Do. |
| | Plantagenet | 181 | 0 | 150 | 10 | 47 | 6 | 19 | 9 | 1777 | 1801 | Woolwich. |
| | Pompée | 152 | 0 | 148 | 7 | 49 | 0 | 21 10 1/2 | 1901 | | Taken by Lord Howe. | |
| | Powerful | 168 | 6 | 138 | 1 | 47 | 0 1/2 | 19 | 8 1/2 | 1692 | 1763 | Thames. |
| | Ramillies | 170 | 4 | 159 | 5 | 47 | 6 | 19 11 1/2 | 1677 | 1785 | Do. | |
| | Renown | 166 | 0 | 151 | 11 | 48 | 7 1/2 | 21 7 | 1866 | 1798 | Do. | |
| | Resolution | 168 | 6 | 137 | 7 1/2 | 46 | 11 | 19 | 9 | 1612 | 1770 | Do. |
| | Revenge | 182 | 0 | 150 | 3 | 49 | 0 | 20 | 9 | 1919 | 1805 | Chatham. |
| | Robust | 168 | 8 1/2 | 158 | 3 | 47 | 0 | 16 | 9 1/2 | 1624 | 1764 | Thames. |
| | Russell | 168 | 6 | 136 1/2 | 1 1/2 | 47 | 5 1/2 | 19 | 9 | 1642 | 1764 | Do. |
| | Saturn | 163 | 2 | 136 | 7 1/2 | 46 | 11 | 19 | 10 | 1616 | 1786 | |
| | Superb | 182 | 2 | 149 | 9 1/2 | 49 | 0 1/2 | 21 10 1/2 | 1916 | 1798 | | |
| | Spencer | 181 | 0 | 148 | 10 1/2 | 49 | 0 | 21 | 10 | 1806 | 1804 | Portsmouth? |
| | Temble | 170 | 7 | 131 | 11 | 47 | 6 | 19 11 | 1678 | 1765 | Thames. | |
| | Tigre | 182 | 0 | 149 | 0 | 48 | 9 1/2 | 21 7 1/2 | 1867 | 1796 | Taken by Lord Bridport. | |
| | Theseus | 170 | 8 | 140 | 6 | 47 | 6 | 20 | 6 | 1680 | 1786 | Thames. |
| | Thunderer | 170 | 8 | 139 | 5 | 47 | 7 | 19 11 | 1679 | 1783 | Do. | |
| | Tremendous | 170 | 4 | 139 | 6 | 47 | 7 1/2 | 20 | 4 | 1680 | 1784 | Do. |
| | Triumph | 171 | 3 | 138 | 8 | 49 | 0 | 21 | 3 | 1827 | 1764 | Woolwich. |
| | Vanguard | 168 | 0 | 137 | 8 | 46 | 10 1/2 | 19 | 9 | 1609 | 1787 | Deptford. |

* For a List of his Majesty's Ships, of the First and Second Rates, with their Dimensions, &c. vide N. C. XXV. 479.—The above List is from J. R. C. the same Correspondent.

| Class. | SHIPS. | Dimensions. | | | | | | When built. | Where Built, &c. | | | |
|--------|------------|-------------------------|----|---------------------------------|----|------------------|----------------|-------------|------------------|------------------|------|-------------|
| | | Length of the Gun-deck. | | Length of the Keel for Tonnage. | | Breadth Extreme. | Depth in Hold. | | | Burthen in Tons. | | |
| | | F. | I. | F. | I. | F. | I. | F. | I. | Years. | | |
| 74 | Vengeance | 168 | 10 | 138 | 5 | 47 | 0 | 20 | 0 | 1627 | 1774 | Thames. |
| | Warrior | 168 | 0 | 138 | 2 | 47 | 3 | 20 | 0 | 1642 | 1781 | Portsmouth. |
| | Zealous | 163 | 4 | 138 | 0 | 47 | 1 | 19 | 9 | 1627 | 1787 | Thames. |
| 64 | Africa | 160 | 10 | 132 | 9 | 44 | 18 | 18 | 1 | 1413 | 1781 | Do. |
| | Ardent | 160 | 0 | 144 | 0 | 43 | 0 | 17 | 6 | 1416 | 1796 | Northfleet. |
| | Agincourt | 172 | 8 | 144 | 0 | 43 | 0 | 19 | 8 | 1416 | 1796 | Thames. |
| | Belliqueux | 160 | 0 | 131 | 6 | 44 | 4 | 19 | 0 | 1376 | 1780 | Do. |
| | Diadem | 159 | 10 | 131 | 1 | 44 | 5 | 19 | 0 | 1376 | 1782 | Chatham. |
| | Dictator | 159 | 4 | 131 | 1 | 44 | 8 | 18 | 0 | 1388 | 1783 | Thames. |
| | Inflexible | 159 | 6 | 130 | 0 | 44 | 7 | 18 | 0 | 1368 | 1780 | Harwich. |
| | Intrepid | 159 | 6 | 131 | 6 | 44 | 5 | 19 | 0 | 1317 | 1770 | Woolwich. |
| | Lancaster | 172 | 2 | 144 | 0 | 43 | 0 | 17 | 6 | 1416 | 1796 | Thames. |
| | Lion | 159 | 0 | 130 | 4 | 44 | 8 | 19 | 0 | 1378 | 1777 | Portsmouth. |
| | Monmouth | 172 | 2 | 144 | 0 | 44 | 8 | 17 | 6 | 1415 | 1796 | Thames. |
| | Polyphemus | 160 | 0 | 133 | 0 | 44 | 7 | 19 | 0 | 1409 | 1782 | Sheerness. |
| | Raisable | 160 | 1 | 131 | 6 | 44 | 6 | 19 | 0 | 1386 | 1768 | Do. |
| | Ruby | 159 | 6 | 131 | 0 | 44 | 4 | 19 | 0 | 1370 | 1776 | Chatham. |
| | St. Albans | 159 | 3 | 139 | 9 | 44 | 6 | 18 | 9 | 1380 | 1764 | Woolwich. |
| | Standard | 159 | 6 | 131 | 0 | 44 | 0 | 17 | 0 | 1370 | 1782 | Deptford. |
| | Stately | 150 | 0 | 160 | 0 | 44 | 6 | 19 | 0 | 1389 | 1784 | Northam. |
| | Trident | 159 | 1 | 130 | 9 | 44 | 4 | 19 | 4 | 1366 | 1764 | Plymouth. |
| | Veteran | 160 | 4 | 131 | 3 | 44 | 8 | 19 | 5 | 1597 | 1787 | Cowes. |

LINE-OF-BATTLE SHIPS, LAUNCHED FROM THE KING'S DOCK-YARDS, SINCE
THE COMMENCEMENT OF THE WAR.

| | <i>Ships.</i> | <i>Guns.</i> | <i>Where built.</i> | | <i>Ships.</i> | <i>Guns.</i> | <i>Where built.</i> |
|-------|---------------|--------------|---------------------|-------|-------------------|--------------|---------------------|
| 1833. | Colossus | 74 | Deptford. | 1810. | Boyne | 98 | Portsmouth. |
| 1804. | * Hibernia | 110 | Plymouth. | | Impregnable | 98 | Chatham. |
| 1805. | Ocean | 94 | Woolwich. | | Queen Charlotte | 110 | Deptford. |
| | Fame | 74 | Deptford. | | | | |
| | Revenge | 74 | Chatham. | | | | |
| 1807. | Bulwark | 74 | Portsmouth. | | Total at Deptford | | 4 |
| | Warspite | 74 | Chatham. | | | Woolwich | 3 |
| 1808. | * Caledonia | 110 | Plymouth. | | | Portsmouth | 2 |
| | Invincible | 74 | Woolwich. | | | Plymouth | 2 |
| | Bombay | 74 | Deptford. | | | Chatham | 4 |
| 1809. | * San Domingo | 74 | Woolwich. | | | | — |
| 1810. | * Vigo | 74 | Chatham. | | | | 15 |
| | | | | | | | — |

MERCHANTS' YARDS.

| 1803. | | <i>Ships.</i> | <i>Guns.</i> | <i>By whom built.</i> | <i>Ships.</i> | <i>Guns.</i> | <i>By whom built.</i> |
|---------------|--------------|-------------------------|---------------|-----------------------|------------------------|--------------|-----------------------|
| <i>Ships.</i> | <i>Guns.</i> | | | <i>By whom built.</i> | | | |
| Hero | 74 | Wells, Blackwall. | Venerable | 74 | Pitchers, Northfleet. | | |
| Illustrious | 74 | Brent's, Rotherhithe. | Victorious | 74 | Adams, Bucklershard. | | |
| Ramillies | 74 | Behave Wells and Perry, | | 1809. | | | |
| | | Blackwall. | Ajax | 74 | Wells, Blackwall. | | |
| Repulse | 74 | Barnard's, Deptford. | Berwick | 74 | Do. Do. | | |
| Sceptre | 74 | Dudman's, Do. | Milford | 74 | late Jacobs, Milford. | | |
| | | 1804. | * Poictiers | 74 | King's, Upnor. | | |
| Swiftsure | 74 | Adams, Bucklershard. | * Rodney | 74 | Barnard's, Deptford. | | |
| Eagle | 74 | | Royal Oak | 74 | Dudman's, Do. | | |
| | | 1805. | | 1810. | | | |
| Sultan | 74 | Dudman's, Deptford. | * Armada | 74 | Blackburne's, Turncha- | | |
| | | 1806. | America | | pel, near Plymouth. | | |
| Magnificent | 74 | Wells, Blackwall. | Conquestadore | 74 | Wells, Blackwall. | | |
| Valiant | 74 | Do. Do. | * Cressy | 74 | Guilluames, Northam. | | |
| | | 1807. | Egmont | 74 | Brindley's, Frinsbury. | | |
| Cumberland | 74 | Pitchers, Northfleet. | * Vengeur | 74 | Pitchers, Northfleet. | | |
| Elizabeth | 74 | Wells, Blackwall. | Hannibal | 74 | Adams, Bucklershard. | | |
| Mariboro | 74 | Barnard's, Deptford. | * Minden (now | 74 | Do. Do. | | |
| York | 74 | Do. Do. | Cornwallis) | | Bombay; built of Teak. | | |
| | | 1808. | | 1811. | | | |
| Aboukir | 74 | Brindley's, Frinsbury. | * Barham | 74 | Wells, Blackwall. | | |
| * Blake | 74 | Mestres, Deptford. | Edinburgh | 74 | Esent's, Rotherhithe, | | |

FOREIGN SHIPS ADDED TO THE NAVY SINCE THE WAR.

| French. | | | | Danish.—Original Names still retained. | | | |
|---|-------|------|--|--|-------|------|--------|
| Ships. | Guns. | | | Ships. | Guns. | | Built. |
| • <i>Brevo</i> (late <i>Formidable</i>) | 40 | 1878 | | <i>Christian VII.</i> | 96 | 1807 | 1809 |
| • <i>Invincible</i> (late <i>Du Gaytron</i>) | 74 | — | | <i>Windsor</i> | 84 | — | 1889 |
| • <i>Sigbee</i> | 74 | — | | <i>Princess Sophia Frederica</i> | 74 | — | 1875 |
| • <i>St. Etienne</i> | 74 | — | | <i>Junonia</i> | 74 | — | 1877 |
| • <i>Terrible</i> (late <i>Switzerland</i> , British) | 74 | — | | <i>New Aqueduct Frederick</i> | 74 | — | 1883 |
| • <i>Maitre</i> (late <i>Laplace</i>) | 74 | 1866 | | <i>Crown Prince Frederick</i> | 74 | — | 1884 |
| • <i>Albatros</i> | 80 | — | | <i>Torn</i> | 74 | — | 1887 |
| • <i>Narval</i> | 80 | — | | <i>Oslen</i> | 74 | — | 1888 |
| • <i>Albatros</i> (late <i>Hautpoul</i>) | 74 | 1865 | | <i>Three Crabs</i> | 74 | — | 1889 |
| Spanish. | | | | <i>Oslen</i> | 74 | — | 1889 |
| <i>Sar Esfali</i> (since sold) | 40 | 1866 | | <i>Golden</i> | 74 | — | 1891 |
| <i>El Home</i> | 74 | — | | <i>Crown Princess Maria</i> | 74 | — | 1894 |
| <i>Balthazar</i> | 74 | — | | <i>Immenmark</i> | 74 | — | 1894 |
| <i>Sar Desfaves</i> | 74 | — | | <i>Norge</i> | 74 | — | 1896 |
| <i>Sar Juan Nepomuceno</i> | 74 | — | | <i>Princess Caroline</i> | 74 | — | 1896 |
| | | | | <i>Syren</i> | 74 | — | 1898 |

RECAPITULATION.

| | |
|---|----|
| Launched from the King's Yards (including six 3-deckers) | 15 |
| Merchants'..... | 34 |
| Captured from the French..... | 5 |
| Do. Spanish..... | 5 |
| Do. Danish..... | 15 |
| Total ships of the line, added to the British navy, since May, 1803 | 78 |

N.B. The ships marked * are believed to be the first of their respective names in the British navy.

MISCELLANEOUS.

Dimensions of the *Edinburgh*, of 74 guns, launched on the 26th of January last, from Brent's yard, Rochester.

| | Ft. | In. |
|-------------------------|------------|-----|
| Length of Gun-deck..... | 130 | 0 |
| Extreme Breadth..... | 47 | 6 |
| Burthen..... | 1741 Tons. | |

The figure head represents Hope, on the starboard side, and an Elk on the larboard, supporting the foul anchor over the crest, which is the Castle. In the front, her stern is very neat. The castle is in the middle, and the thistle in each quarter, with the motto as on the head.

The *Union*, of 96 guns, which has been building so many years at the King's yard, Plymouth, is a most beautiful ship of her class, and does great credit to Mr. Tucker, the master builder at that yard.

On Tuesday, the 26th of March, was launched at Liverpool, a beautiful frigate, called the *Hussar*. She was built by Mr. John Wilson; her keel was laid on the 28th of March, 1895.

| | |
|--|--------------------------|
| Length from the fore part of the stern head to the after part of the stern post, at the height of the wing transom | <i>Pt. Ln.</i> 150 04 |
| Breadth extreme..... | 38 74 |
| Tonnage | 958 Tons. |

She is rated at 36 guns, and carries on the main-deck 28 18-pounders; quarter-deck, 6 9-pounders, and 6 32-pound carronades; fore-castle, 2 9-pounders, and 2 32-pounders, carronades. Part of the laurel on the figure head was struck off in the act of christening her, and her flag thrown down by running against a vessel in the river.

On Monday, the 8th of July, a very fine 74 gun-ship, called the *Barham*; (the first of that name in the British navy) was launched from Well's and Perry's yard, Blackwall,

The *Clarence*, of 74 guns, now building at Mr. Blackburne's yard, Turnchapel, near Plymouth, is nearly completed, and will very shortly be launched.

A vessel, named the *Constellation*, to sail against wind and tide, has recently been completed at Bristol. She has one mast of iron, with an upright windlass affixed to the same; her sails; which are of a peculiar construction, when in motion, can weigh her anchor, work three pieces of mechanism, (two projecting from her sides, and one in the centre) two pumps, and, upon occasion, two sweeps of 24 feet. Her canvas is also extended or shortened in an instant, and, if required, the mast, with all its appendages, is as quickly lowered. She has neither blocks nor running rigging, except a fore and aft stay, and cables. In fact, she is a complete life as well as packet-boat, and calculated to sail upon, as well as before, the wind.

A ship of 80 guns, called the *Auguste*, was launched at Antwerp, 26th April.

HYDROGRAPHY.

SOUTHERN OCEAN.

LAST winter some of the newspapers contained a minute paragraph concerning an American colonial speculation. In truth, the notice was so brief, and the object so remote, that, in the then state of the public mind, absorbed as it was by political rivalry and parliamentary tactics, it would not be wonderful if such things, as "ships, colonies, and commerce," escaped the attention of our great and wise men, whom sheer love of their country actuates to volunteer the most laborious and difficult offices in the state. The hydrographer of the *NAVAL CHRONICLE*, however, uninterrupted by such cares and pursuits, and preserving the faculty of viewing objects through the unparliamentary, unofficial, and consequently undisturbed medium of his natural organs, no sooner saw those lines, than it struck him they would be the forerunners of something more significant; and accordingly thought it worth while, to make an extract for eventual purposes of record. That the vigilance so exercised was neither unseasonable nor misapplied, has lately received ample demonstration from American

authority; being neither more nor less than a manifestó, or sovereign edict, which appears to have been promulgated by the chief of the very colonists in question. Although this state-paper has, in all probability, by the present time, been extensively circulated in this country by means of the daily press, yet, as being in itself a sort of naval curiosity, besides involving some higher considerations, it seems time to preserve the series of documents in a less fugitive form than that in which they were first published.

This is the little article which originally attracted the hydrographer's attention :—

" A small colony has sailed from Boston to the islands of Trestan de Cunha, in future to be called the islands of Refreshment, with a view to raise supplies for vessels bound to the Cape of Good Hope and the East Indies. The soil and climate are similar to Madeira and the Azores, and the harbours are represented as being better."

The American newspapers last received, contain the following practical commentary upon the above text :—

(COPY.)

" Know all men by these presents, that I, Jonathan Lambert, late of Salem, in the State of Massachusetts, United States of America, mariner, and citizen thereof, have this 4th day of February, in the year of our Lord 1811, taken absolute possession of the islands of Tristan de Cunha, so called, viz. the great island, and the other two, known by the names of Inaccessible and Nightingale islands, solely for myself and my heirs for ever ; with the right of conveying the whole, or any part thereof, to one or more persons, by deed of sale, free gift, or otherwise, as I, or they, (my heirs), may hereafter think fitting or proper.

" And as no European, or other power whatever, has hitherto publicly claimed the said islands, by right of discovery, or act of possession, therefore be it known to all nations, tongues, and languages, that from and ever after the date of this public instrument, I constitute my individual self the sole proprietor of the above-mentioned islands, grounding my right and claim on the rational and sure principles of absolute occupancy, and, as such, holding and possessing all the rights, titles, and immunities properly belonging to proprietors by the usage of nations.

" In consequence of this right and title by me thus assumed and established, I do further declare, that the said islands shall for the future be denominated the Islands of Refreshment, the great island bearing that name in particular, and the landing-place on the north side, a little to the east of the Cascade, to be called Reception, and which shall be the place of my residence. The isle formerly called Inaccessible, shall henceforth be called Pintard Island, and that known by the name of Nightingale Isle shall now be called Lovel Island.

" And I do further declare, that the cause of the said act set forth in this instrument, originated in the desire and determination of preparing for myself and family a home where I can enjoy life without the embarrassments which have hitherto constantly attended me, and procure for us an interest and property, by means of which a competence may be ever secured, and remain, if possible, far removed beyond the reach of chicanery and ordinary misfortune.

" For the above purpose, I intend paying the strictest attention to husbandry, presuming, when it is known in the world that refreshments may be obtained at my residence, all vessels, of whatever description, and belonging to whatever nation, will visit me for that purpose, and, by a fair and open traffic, supply themselves with those articles of which they may be in need. And I do hereby invite all those who may want refreshments to come to Reception, where, by lying opposite the Cascade, they will be immediately visited by a boat from the shore, and speedily supplied with such things as the islands may produce, at a cheap rate.

" And be it further known, that, by virtue of the aforesaid right and authority, above mentioned, I have adopted a flag,* which shall for ever be the known and acknowledged Standard Flag of these islands. And that a white flag shall be the known, and considered as the common flag for any vessel or vessels, in the merchant service, which may now, or hereafter, belong to any inhabitants of these islands.

" And lastly, be it known, that I hold myself and my people, in the course of our traffic and intercourse with any other people, to be bound by the principles of hospitality and good fellowship, and the laws of nations (if any there are) as established by the best writers on that subject, and by no other laws whatever, until time may produce particular contracts, or other engagements.

" J. LAMBERT.

Witness to this signature, " ANDREW MILLET."

" Captain Lovell observes, that, having left the above-mentioned Jonathan Lambert, accompanied by two persons from Rio de Janeiro, on Tristan de Cunha island, about the 1st of January he proceeded on his voyage, and on his return to the island, after the space of 54 days, Mr. Lambert had cleared about 50 acres of land, and planted various kinds of seed, some of which, as well as the coffee-tree and sugar-cane, were furnished him by the American minister at Rio de Janeiro. The above seeds had sprung up, and look very promising.

" This communication was handed us by a gentleman who is witness to the facts therein stated; and who thinks, notwithstanding the appearance of eccentricity which the narrative gives, that Mr. Lambert and his associates will found an important and highly valuable settlement."—(*Phil. True American.*)

Not to dwell upon the anomalous policy hitherto pursued by England towards the interloping intercourse between the United States of America and Hindostan; a policy difficult to be reconciled with our navigation laws and colonial system in general, but remarkably so with the jealous monopoly of the East India Company in particular:† one really cannot refrain

* This flag is formed of five diamonds, transversely from corner to corner, and four half diamonds, placed on the centre of the top, bottom, and both sides. The two upper and lower diamonds are blue next the staff, or balliard, and red on the outermost side; the centre white; the four half diamonds bear the letter W.

† " Casting our eyes to the eastward, we may observe how very favourably situated the Isle of France is as a central point of communication with those innumerable islands which constitute the great Asiatic archipelago, from the Philippines on the north, to Van Dieman's Land on the south, containing a population, probably, not inferior to that of the whole of Hindostan. The intercourse with those

from entering a line or two of protest in the name of arts and sciences against that coxcomical nomenclature by which the modern Crusoe has presumed to supplant the venerable memorial of a brilliant aera in navigation, and sacrilegiously to deface the monument of a primitive navigator; which let us hope nevertheless will still prove *aere perennius*, that is to say, more lasting than Yankee brass. To this protest there only remains to be added, that (as it will be evident in the course of this article) Jonathan has not a right to the title he assumes from pre-occupancy. After which caveat the bane and antidote being placed before the reader, the writer may now proceed to his more peculiar province—to bring methodically under one point of view such historic and hydrographic memoranda relating to these islands as are extant in different nautical books; and which, it is conceived, cannot be collected in a more appropriate register than the NAVAL CHRONICLE.

After a considerable chasm in the annals of navigation, Tristan-d'acunha* has of late years been frequently mentioned in the journals of ships bound to India, which steered southward, after losing the S.E. trade-wind, with a

islands has been hitherto carried on by the Dutch, the Americans, the Malays, and the Chinese. They are without the scope of the East India company's trade, but, unfortunately, not considered as without the range of its charter. We feel confident, however, that the time is not far distant, (and the fall of the French islands must hasten the event,) when that bar will be removed which, though closed against British subjects, has unaccountably been open to all the world besides. We pretend not to draw the precise line where exclusion and toleration should meet, but we may be permitted to question the policy of allowing a free and uninterrupted trade in the Indian seas to the Americans, while a British vessel is not permitted to double the Cape of Good Hope! Surely, under the difficulties with which British commerce now labours, it is not too much to hope, that these parts of the East, with which the India company have no immediate intercourse, may be thrown open to the private trader. The plea of a want of capital to embark in Indian commerce, which has been sometimes alleged in justification of the interdiction, appears to us utterly inconclusive, in the present case, judging, as we do, from the example of the Americans. We speak from authority, when we say, that more than three hundred of their ships touched at the Isle of France alone, in the course of the year previous to the embargo,"—(Quarterly Review.)

* This orthography is more accurate than the Anglo-American. The national pronunciation of Acunha is properly represented in English spelling by ah-koon-ya: the Portuguese h, after certain consonants, having the power of the Spanish *ñ*, or *nn*, the Italian or French *gn*. Example; the Portuguese title *senhor*, is pronounced nearly as *senor* *signor* *seigneur*, to which it answers respectively; and they all are derivatives from the latin *senior*. Pedantic or trivial as philological pursuits may be deemed by certain classes of readers, the writer ventures to state his opinion, that, inasmuch as ideas are communicated by sounds, and these again represented by words composed of letters, there is manifest cause for attention to the means, in order to attain the end. Great is the confusion introduced into naval literature, by want of methodical attention to this branch of study, even in works of reputation. No small portion of a sea-life

view to profit by westerly winds in high latitudes. The original discovery was made by the Portuguese; from whom the northernmost or largest of the three islands received the name they now collectively bear. They were next explored by the Dutch; and, in 1767, by the French, under Mr. d'Etchevery, in a ship named *Etoile-du-Matin*.

The following descriptive extract from the journal of this commander, is given by Mr. Horsburgh, in his new East India sailing directory:—

“ 9 September, 1767. At 5 A.M. I made the three islands of Tristan-d'acunha, bearing E. and E. by N. about 10 or 12 leagues. The wind being then westerly, I steered E. to examine the middle island, which is the westernmost; and being at noon abreast the N.E. point, I sounded at a mile from the shore; and when the centre of the isle bore W. had 20 fathoms black sand, and small reddish stones. This island is high, flat, at top, and may be seen 15 or 16 leagues; it is about two leagues in circuit, and appears barren, steep, and inaccessible: some scattered shrubs only are to be seen on it. I did not perceive any danger near it, except a rock, like a boat under sail, which is visible near the S.E. point. I stood on to examine the smallest, 3 leagues S.E. This has, at it's N.E. point, two islets, separated from it about 50 paces, having the appearance of an old ruined fort. I passed along about pistol-shot distance. In continuing to steer along shore, I found ground at 30 fathoms; and when it's middle bore W.S.W. I anchored in 33 fathoms coarse brown and reddish sand. The night threatening bad weather, I postponed sending the boat on shore till morning. According to the report then made to me, the shore as far as $\frac{1}{4}$ of a league out is so edged by entangled sea-weed, that there is much trouble to approach the barren rock which forms this island. The reeds with which it is covered did not allow my people to penetrate inland; and besides, the eggs of penguins were in such numbers, and so close together, that they could not walk without breaking them at every step. These difficulties, and the disappointment of fresh water, induced them to return speedily on board. They saw plenty of fish on the coast, and many were caught from the ship; amongst others some large, like cod. The latitude of this island, $37^{\circ} 24'$ S.—10 September, I weighed anchor in the morning, and steered towards Tristan-d'acunha, the largest of the three isles, which lies about 5 leagues N.N.E. from the little one. This is about 5 leagues in circuit, and so high that it may be seen 25 leagues. The peak in the middle of it is capped with snow, and the land down to the sea covered with bushes. In coasting very near, after doubling the N.W. point, I descried a cascade which falls into a little bay; I sent the boat to sound this part, and as 18 fathoms were found close to the land, and 30 at $\frac{1}{4}$ of a league off, I anchored in that depth, grey sand mixed with small pebbles. The boat found no difficulty in approaching the shore, but from the sea-weed which bars all the coast: they brought off a cask full of fresh water, and informed me it was easily gotten; but that they could not land, except to the larboard hand of the cascade, on a beach of round

being passed in visiting foreign coasts, in intercourse with foreign ships, and in consulting foreign authorities; it is no exaggeration of the importance of correctness to assert, that cases can be supposed, where perhaps the success of a voyage may be affected by verbal error, the safety of a ship compromised by corruption in language, and even human life depend upon true utterance.

pebbles, about the size of an egg : to the starboard of the cascade are rocks on which the sea breaks much. The shore abounds with seals ; we caught plenty of fish, especially the kind of cod before spoken of. After watering at the cascade, I sailed 13 September."

This group has afterwards been visited by several vessels, but seems to have been more particularly noticed by the following:—

The ship *Industry*, belonging to Philadelphia, John Patton, master, who remained on the large island of *Tristan-d'acunha* with part of his crew, from August 1790, to April 1791 ; during which period he procured 5,600 seal-skins for the China market, and says he could have loaded his ship with oil in three weeks : they found there a few goats, very wild. Mr. Patten thought the island about 30 miles in circumference. The E. I. C. ship, *General Elliot*, in 1792, made the latitude of the main island, $37^{\circ} 5'$ by approximation. H. M. S. *Lion* anchored 31. December, 1792, at the N. end of *Tristan-d'acunha*, in 30 fathoms black sand and slime, off shore one mile, a small rock off the western point S.W. by S. just open with the extreme of the land ; and the cascade of water falling on the beach S.E. by E. Landing safe ; and, with a long hose, water may be filled into casks in the boat. Shore steep and bold, except the western part, where breakers extend $\frac{1}{4}$ of a mile out. At the N. side the land rises 1000 feet perpendicular from the sea ; it has then a gentle acclivity to the base of the peaked mountain, on which acclivity there are trees of a moderate size growing in ridges. The anchorage of the *Lion* was found by chronometers and careful observations to be latitude $37^{\circ} 6'$ S. and longitude $11^{\circ} 43'$ W. Variation 7° W. Thermometer 27° . The anchor started, which prevented Captain Erasmus Gower from exploring the island. It is noticed that 20 fathoms might have proved better anchorage. This island was considered by the officers of the *Lion* about 15 miles in circumference. Inaccessible Isle was estimated about 9 miles in circuit, has a rock detached from the S. end : it's latitude $37^{\circ} 19'$; longitude $11^{\circ} 50'$. Nightingale Isle 7 or 8 miles around, with some rocky islets at it's S. point ; latitude $37^{\circ} 29'$; longitude $11^{\circ} 48'$. The *Essex*, in 1794, determined *Tristan-d'acunha*, by chronometer, to be in latitude $37^{\circ} 7'$; longitude $11^{\circ} 52'$. The *Thames*, in 1801, made it's latitude $37^{\circ} 11'$. In 1803, the after-named ships made the following observations here : *Northampton*, longitude $11^{\circ} 50'$ by \odot ; *Europe*, latitude $36^{\circ} 58'$; *Earl-Howe*, latitude $37^{\circ} 6'$, longitude $11^{\circ} 31'$ by chronometer ; *Hugh-Inglis*, latitude $37^{\circ} 6'$, longitude $11^{\circ} 43'$. The next authentic account is from Captain P. Heywood, who visited *Tristan-d'acunha* on 5th and 6th January, 1811 : he found the landing good to the eastward of the waterfall, which he made to be in latitude $37^{\circ} 6' 9''$, by observation, and the longitude $12^{\circ} 3' W.$ (by chronometer from *Rio de Janeiro*) which, if correct, would place the island considerably to the westward of the situation assigned to it in the former part of this article. He made the variation close to the land, $9^{\circ} 20' W.$, and the summit of the peak about 8,326 feet high from the sea. The most recent event afterwards recorded concerning these isles, is the sojourn of three Americans in

the present year 1811; where it is stated they intend to remain a few years, employed in preparing seal-skins and oil; for disposal of to vessels that touch there. It does not appear clearly whether there is any connection between this circumstance and the migration from Salem; but the numbers exactly correspond with those stated by Captain Lovell.—The following additional facts may be generally collected from concurring accounts. The interior of this island is formed of abrupt hilly ridges, with chasms, or deep valleys between them, like St. Helena, denoting a volcanic origin. Abundance of hogs, goats, celery, parsley, sorrel, and of firewood, is to be found. The trees, which are low, with spreading branches, may probably be the tallow tree; which is understood to be indigenous at St. Helena. There is a regular tide of 8 to 10 feet. Easterly winds seldom blow longer than 24 hours at a time: The westerly are those that prevail, with storms from N.W. in winter; when the peak is generally covered with snow; under which circumstances it was seen near an hundred miles off in June, 1792. Finally, there remains to state, that the true situation of the peak of Tristan-d'acunha may be approximated by the mean of all the ships' observations herein-before mentioned, except the Nereus, thus: latitude $37^{\circ} 6' S.$ longitude $11^{\circ} 44' W.$

S.

SOUTHERN SEAS.—BRAZIL.

A PERUSAL of the article signed S, under the head *Hydrography*, in the last volume, (page 413) has induced a distinguished navigator to refer to his nautical records for observations made within sight of Cape Frio, and to favour the NAVAL CHRONICLE with the following valuable contribution towards clearing up the difficulty concerning the geographical position of that important head-land:—

" 1795, May 2, at $4^h 11'$ latitude reduced from preceding noon, $23^{\circ} 21' 35'' S.$ Difference of longitude by time-keeper from thence to the Isle Enchados, Bay of Rio de Janeiro, $1^{\circ} 21' 21'' S.$ Extreme of Cape Frio bearing N. $16^{\circ} W.$ (true.)

" May 2, at $21^h 45'$ latitude deduced from following noon, $23^{\circ} 23' 37'' S.$ Difference of longitude from thence to Enchados, $0^{\circ} 58' 17''.$ Extreme of Cape Frio then bore N. $23^{\circ} E.$ (true.)

" The intersection of the bearings, from the above situations, will, leaving out the seconds, be in latitude $22^{\circ} 53'$ south, and longitude $1^{\circ} 12'$ east of Enchados; and, if there was no change in the point set from the two ends of the base, this will be the situation of the Cape.

" The longitude of Enchados, by twenty-one sets of distances of the ☉, east and west of the ☾, was $42^{\circ} 55' 22''$ west of Greenwich; consequently Cape Frio should lie in

Latitude $22^{\circ} 53' S.$

Longitude $41^{\circ} 43' W.$

"The variation of the compass in 1795, observed at thirty leagues S.S.E. from the Cape, was $69^{\circ} 8'$ E.

Matth. Flinders

"London 29 August, 1811."

It is gratifying to find the industry employed by the NAVAL CHRONICLE, towards settling the uncertainty hitherto prevailing concerning this promontory is appreciated by men of scientific discernment, such as the above-signed officer. And it is to be hoped that such men, whom the conductors of this publication are most solicitous to count amongst the number of its patrons, will not think the space misemployed, if the hydrographer takes this occasion to conclude, by quoting one more eminent authority upon the subject of Cape Frio, not for the purpose of establishing a jarring conflict of opinion, but that sort of discussion which is as efficacious for the permanent attainment of truth, as the collision of flint and iron is to elicit fire.

Mr. Horsburgh, in the first part of his *India Directory*, printed 1809, says,—that from Abrolhos* bank, the soundings extend to a considerable distance from the coast all along to Cape Frio. This cape is remarkable, with several small islands near it on the N.E. side, one of them forming its extreme point. About 6 leagues to the northward is a bay, which is said to afford safe anchorage inside of the islands. Ships steering for this headland should take care not to run into that bay during the night, particularly with an easterly wind. The land to the northward of the cape is mountainous; but near it is of middling height, appearing at a distance like islands. The cape itself makes in two hummocks like paps, and has deep water near it. Ships bound to Rio Janeiro [January river] endeavour to fall in with the Cape; it is, therefore, desirable to ascertain its situation. Captain James Mortlock, an excellent observer, made it at one time in latitude $23^{\circ} 1' S.$; at another, in $23^{\circ} 2' S.$ and longitude $41^{\circ} 42' W.$ Captain Torin, by good observation, made it $23^{\circ} 1' S.$ and $41^{\circ} 42' W.$ Several ships' journals concur in fixing this Cape in 23° , or $23^{\circ} 1' S.$; whereas the new directories, of 1801 and 1804, state it to be in $22^{\circ} 41'$: an error of no small magnitude on the wrong side, to a navigator bold enough to run in a dark night, as he might find his ship on shore when he considered himself several leagues to the southward, by trusting those authorities. Some observers have made the cape 10 or 12 miles more easterly than the longitude mentioned; but as the captains above-named

* The reader will here apply the philological note affixed to Acunha, (page 228) and pronounce Abrolhos as if written Abroleos; *anglicè* "open thine eyes." This remark affords opportunity for also stating that, according to the rules for sounding the vowels in every European language, except our's, Cape Frio is, and must be pronounced, as if spelt in English, Frea.

were careful officers, and agree with each other to one mile, the true situation of Cape Frio is probably latitude 23° S.: longitude $41^{\circ} 40'$ W.

In the second part of the same work, (published this year, the author finds it necessary to revert to the subject in nearly the following terms:—

There is reason to think Cape Frio is 10 miles more to the westward than it is described in the first part. Allowing English road to be in the longitude stated above, Captain Heywood made the Cape in $41^{\circ} 51'$ W. Going and returning from Rio Janeiro to Monte-Video in H.M.S. *Nereus*, 1810 he measured, by chronometers, $13^{\circ} 3'$ difference of longitude between the latter place, and Rat Island, in the former harbour; and $1^{\circ} 4'$ E. from the island to the Cape; which, allowing Monte-Video to be in longitude $56^{\circ} 1'$ W. (as stated in Part i, page 39) will place Cape Frio in $41^{\circ} 54'$ W. Captain Heywood's lunar observations made the Cape a few miles more westerly than did the chronometers; he therefore thinks it about $41^{\circ} 55'$ W. probably we may assume $41^{\circ} 50'$ as nearest the truth, or at least that Cape Frio is not situated to the eastward of that meridian. The *Nereus* passed between the isles Paya and Maya; and it is useful to know that there are good passages between *all* the islands off Rio de Janeiro.

If any thing was wanting to confirm the importance of this investigation, it is to find the Requisite Tables, (xxix.) that inseparable companion to the Nautical Ephemeris, places Cape Frio in $22^{\circ} 54'$ S.; and $42^{\circ} 8' 15''$ W. while the most eminent French astronomers who superintend the *Connaissance des tems ou des mouvemens célestes*, the authoritative guide to the navigators of that nation, sanctioned, in 1808, the placing Cape Frio in $22^{\circ} 2'$ S. and $43^{\circ} 51' 45''$ W. from Paris= $41^{\circ} 31' 30''$ W. from Greenwich. To sum up the evidence, therefore, the point stands thus: Cape Frio is, according to

| | Latitude S. | Longitude W. |
|-------------------------------|-------------|--------------|
| | ° ' " | ° ' " |
| Flinders Ⓞ D C | 22 53 0 | 41 43 0 |
| Mortlock. (mean) | 23 1 30 | 41 42 0 |
| Torin | 23 1 0 | 41 42 0 |
| Sundry ships (mean) | 23 30 | |
| Directories, 1801, 1804 | 22 41 0 | |
| Horsburgh, 1809 | 23 0 0 | 41 40 0 |
| ————— 1811 | | 41 50 0 |
| Heywood | C | 41 54 0 |
| ————— | C | 41 55 0 |
| Requisite Tables | 22 54 0 | 42 8 15 |
| Connaissance des Temps C | 22 2 0 | 41 31 30 |

The reader must determine for himself—the NAVAL CHRONICLE will readily record later observations, duly authenticated.

I, S. S.

SOUTHERN OCEAN.

THE following is a more authentic testimonial of the danger, between the Cape of Good Hope and the conquered islands, which is recorded in the preceding volume (page 136) being an

"Extract from a Letter from the Agent at the Cape of Good Hope, bearing date 22d November, 1810.

"Para. 6.—Captain Laugharne, of H. M. sloop Otter, on his passage from Bourbon to this place a few days ago, fell in with a dangerous shoal, lat. $33^{\circ} 56'$ S. long. 36° E. by a good observation the day before; it seemed to be pretty extensive, and no part of it seen above water. I beg your lordship will give the necessary publicity to this communication, as it may be of general service.*

"A true Extract,

(Certified) "C. M. RICKETTS.

"Calcutta, 27 February, 1811.

Secretary to Government."

FULTON'S TORPEDOS.

EXPLOSION machinery, particularly that of a sub-marine nature, has, at various times, been the subject of discussion and remark, in the NAVAL CHRONICLE.† The invention of the coffers, or catana-

* "A shoal in latitude $33^{\circ} 6'$ S. longitude 36° E. was said to have been seen by H. M. S. Otter, in her passage from Bourbon to the Cape Good-hope, in 1810; but there is reason to think it was only a deception. The Princess Augusta passed through a shoal of fish near the same place: which has been transmuted into a danger, and marked so in some of the charts." (*Horsburgh: India sailing Directory*, Part ii, 1811.)—It is to be observed, that writer is singularly incredulous as to dangers such as is described in the text. (S).

† Vol. IV. p. 135. Account of a new-invented diving machine, called a *Bateau-Poisson*, or fish-boat, attributed to Fulton.—Vol. XII. p. 313. Description of the coffers used in the affair off Boulogne, in 1804.—*Ibid.* p. 450. Notice of an explosion vessel, employed to destroy the bridge of boats, at the siege of Antwerp, in 1585.—Vol. XVIII. p. 381. The invention of a sub-marine vessel, by which to affix an explosive machine to the bottom of a ship, claimed by Fulton, ascribed to a Mr. Bushnell, of Connecticut.—Vol. XX. p. 452. Mr. Bushnell's claim established, by a writer, under the signature of VULCAN, who produces a record of the invention, from an old American work, reprinted in London, as far back as the year 1795. By Mr. Bushnell's machine, then called the *American Turtle*, the inventor, early in the American war, destroyed a vessel in the charge of Commodore Symonds, and another on the Long Island shore. About Christmas, 1777, he committed a number of his turtles, or kegs, to the Delaware river, with the view of their falling amongst the British fleet, at Philadelphia; but, in consequence of their being separated and retarded by the ice,

rans,* rendered memorable in England by the expeditions against Boulogne in 1804-5-6, has generally been attributed to an American, of the name of Robert Fulton, who, in the year 1804, was patronised, to a certain extent, by the British government. His claim to the invention has been contested, and, we apprehend, with some justice. It is certain, however, that he has, at different periods, proffered his services successively to the American, British, and French governments; from each of which it has evidently been his wish to obtain pecuniary remuneration.

A partial exposure of the nefarious conduct of this man, has recently been made in an American paper; the Editor of which has addressed an article to Mr. Fulton, proving, that at the time he was receiving and expending sums of money for the perfection of his projects from his own government, to whom, of course, the secret ought, exclusively, to belong, he was making an offer of it to Buonaparte, through his minister, M. Marbois. "Congress," says the American Editor, "granted the petitioner, Fulton, (although the treasury was penniless) the sum of 5000 dollars, to enable him to 'proceed with ardour in an enterprise of such immense importance to his country.' *This, it must be remembered, was just at the close of the session, in the spring of 1809.*"†

The proof that Fulton was, at the same time, offering to sell his discovery to France, is contained in the following letter of his, which is a singular

the Experiment failed, and only a single boat was destroyed. VULCAN's letter also contains some particulars relating to Mr. Fulton, who, it seems, appeared in London, under the assumed name of Francis.—Vol. XXI. p. 408. A letter from F. F. F. deprecating the use of coffers, rockets, &c.—Vol. XXII. p. 31. Another letter from F. F. F. on the same subject.—*Ibid.* p. 27. An answer to F. F. F.'s first letter, by H.—*Ibid.* p. 196. F. F. F.'s reply to H.—*Ibid.* p. 100. BRONTES, on the Rocket System, Letter I. comprising a general description of the Congreve rockets, and an account of the attack against Boulogne, in 1805; for which *vide* also N. C. XIV. 339, 343, 420.—*Ibid.* p. 201. BRONTES, Letter II. comprising an account of the attack on Boulogne, in 1806, and of that on Copenhagen, in 1807; for which *vide* N. C. XVIII. 228 to 235; 247 to 266; and 429 to 431.—*Ibid.* pp. 285, and 370, BRONTES, Letters III. and IV. scientifically explaining the nature and properties of the Congreve rockets.—*Ibid.* p. 461. BRONTES, Letter V. pointing out the general uses to which the Congreve rockets may be most successfully applied.—*Ibid.* pp. 363, 364. Pretended French analysis of the Congreve rockets, and its contradiction.—*Ibid.* p. 374. Letter from BEN BLOCK, recommending a bombardment of the French sea-port towns.—Vol. XXIII. p. 503. Earl Stanhope's motion for an account of the measures taken to counteract the effects of sub-marine carcasses, &c. negatived by 23 against 8.

* The catamaran, it may be remarked, is merely the means of conveying the sub-marine bomb to its destination; not the machine of destruction itself.

† Fulton had been in France prior to this period. He went thither, we apprehend, immediately on his departure from England. His sojourn in France, and return to New York, in July, 1807, are recorded in *The Pilot*, of August 27, 1807.

one, and which, says the American Editor, "the reader may consider, without hesitation, as genuine, and peruse it as such; for, however it may have come into my hands, Mr. Fulton will never have the hardihood to deny it."

"SIR,

"New York, March 22, 1809.

"You will recollect, while I was in France, I made some experiments on sub-marine navigation, and a new mode of attacking ships of war with sub-marine bombs; which I now call torpedos, in consequence of the shock they give. Several years ago, I ascertained, by experiments on a sufficiently large scale, that if about one hundred pounds of powder could be exploded under the bottom of a first rate ship of the line, it would so wreck it, that it would immediately sink; to prove this, I have blown up two brigs, each of 200 tons.

"My constant expectation has been to find a certain means, with the least possible risk to the assailants, of getting the torpedo under the vessel, near the keel, where the shock would be perpendicular under her; with this view, I laboured three years at a sub-marine boat, which succeeded to navigate under water with ease and safety; but was of no use in fixing the torpedo under the vessel. I, therefore, abandoned the sub-marine boat, and sought for other means of supplying the torpedos.

"After five years of varied experiment, I have fortunately discovered an infallible mode of placing the torpedos near the keel of any ship, however great her force may be; and it may be done while she is at anchor, or when sailing not more than five miles an hour. By my system, 1000 men, organized and prepared with torpedos, could, in the usual fine weather of summer, destroy the whole British fleet which blockaded Boulogne in a few hours, or drive them into their own ports; and 20,000 men organized, could sweep the whole narrow channel between Dover and Calais of all British vessels which could be sent into it; in fact, my system, if practised with the energy which his Royal and Imperial Majesty could give to it, would, in two years, annihilate or render useless the British marine, and, consequently, destroy the political influence of that nation. If the researches of science have developed the practicability of destroying their marine, how immensely important would such an event be to the tranquillity, prosperity, and happiness of his Majesty's dominions, to the civilization of Europe, and mankind—how worthy the genius of his Majesty! And who can say, that it is not among the extraordinary events associated with his immortality and high destiny!

"In thus stating to you my firm conviction, founded on satisfactory experiments, in the easy and certain effects of this simple discovery, I beg of you not to let its magnitude prevent your giving credit to it. Look back on the revolution which the sciences have caused in the affairs of man. The invention of gunpowder changed the whole art of war; out of the investigation of gunpowder grew ships of 100 guns; and you may be assured that by applying gunpowder in the way I have discovered, ships may be destroyed. Admitting, for a moment, that so desirable an object

can be accomplished by the means which I have discovered, the liberality which his Royal and Imperial Majesty would induce him to grant a reward to the inventor proportioned to the invention.

" I therefore propose the following arrangement to his Majesty's Government :—

" To such minister, or agent, as his Imperial and Royal Majesty will be pleased to name, I will send a complete torpedo, with such description and drawings as will enable any intelligent engineer to make them, and use them against the enemy. On the part of his Majesty, the minister or agent will agree, that I, my heirs, or assigns, shall be paid out of his Majesty's treasury, 1000 francs for each gun of each vessel of an enemy, which shall be destroyed by means of my sub-marine bombs or torpedos; the payments to be made in three months after the destruction of each vessel. And whereas, after the enemy have experienced the consequences of my mode of attack, should they be compelled to abandon their vessels, or surrender or reduce the number of their vessels of war in consequence of my invention, the payment to be made in three months after the abandonment, capture, or reduction of each vessel.

" And should my invention be practised to the annihilation of the British fleet, or give to France such a power over the British ports and commerce, as to compel the English government to reduce the number of their ships of war, it consequently would follow, that England would be in the power of France, and so humbled, as to be under the necessity of submitting to any terms which his Royal and Imperial Majesty might think proper to grant, even to laying them under contribution. Hence, as one condition of peace, they should pay me, my heirs, and assigns, two millions of pounds sterling, in one month after signing the definitive articles of peace with France. You will please to observe, that on these conditions, if I do not give France an extraordinary advantage over the British marine and nation, I make no demand; but, if by my invention, I do give France so immense an advantage over her most powerful and tormenting enemy, I calculate on a great reward, which I expect the enemy to pay. This, Sir, should convince you of the great confidence which I have in my mode of attack; and as my success in mechanical pursuits has been considerable, I hope it will guard me from the imputation of an inexperienced and visionary projector, and warrant your giving some credit to my assertions, however extraordinary they may appear.

" In prosecuting this invention, I have considered military marines as a political disease, and I have ardently sought means to cure it. I have had the fate of all inventors, in contending with prejudices and disappointments, but, convinced that my principle was right, and only required practice, I persevered.

" Being a citizen of a neutral nation, I felt free to act in any country where there was the best chance of getting my plan introduced into practice. In the infancy of my experiments, I made offers to France, but did not find the encouragement which was necessary to carry on the experiments

to an useful result. Lord Sidmouth invited me to England. Mr. Pitt adopted my plan, in part; I knew if it succeeded against the Boulogne flotilla, the ingenuity of the French engineers would be exerted; they would soon get possession of the engines, with the mode of using them, and the invention would recoil on England, to the destruction of her marine. A Carthaginian boat, you know, first gave the Romans an idea of constructing a fleet, which enabled them to destroy Carthage.—Mr. Pitt died. Lords Grenville and St. Vincent reproached the conduct of Mr. Pitt, in attempting to bring to perfection machines which might be turned against them, and destroy their superiority by sea. For this reason, the new ministry would not prosecute my plans. If the torpedos did not succeed in the attack on the Boulogne flotilla, it was not, however, in consequence of any faults in principle, but from a defect in arrangement. I had not then discovered a certain mode of sending the torpedos under the bottom, near the keel. This defect I have since remedied, and now the destruction of the vessel attacked is certain. His Royal and Imperial Majesty has too magnanimous a mind to be displeased with me, for acting first in France, and then in England; my whole object being to prove principles of so much importance. If you feel interested in the result of this invention; if you feel at liberty to communicate the contents of this letter to his Majesty, and he should order that my proposals be complied with, I will immediately send an agent to France, with such engines and details as I hope will satisfy his Majesty of their importance, and shew the power which he may have over the British marine.

“ It will, perhaps, occur to you, that I should have made this communication to the minister of marine; or you may feel disposed to communicate it to him, or, through him, to his Majesty; but the chances always are, that every naval man will be inimical to this mode of war, which, added to the common prejudices against new inventions, would cause my plan to be treated with neglect, or raise obstacles to it.

“ The vast events which have immortalized his Majesty, have sprung from, and been directed in their execution, by the force and energy of his own genius. I, therefore, beg you to give a translation of the letter to him. If he command that my proposals shall be agreed to, that my plan shall be investigated, and, (on finding it to possess a rational hope of success) that it shall be tried on the enemy, he may be certain of a prompt victory over them, and a perfect liberty of the seas. I am, Sir, &c.

“ R. FULTON.”

“ To his Excellency Count Marbois.”

It is necessary to add but very little to the above. In VULCAN's letter, Vol. XX. p. 452, mentioned in a preceding note, Mr. Fulton, *alias* Francis, is charged with obtaining our money, on false pretences; and, upon research, we find it to appear distinctly, in the public accounts, that a grant to Robert Fulton, of 1653*l.* 18*s.* 8*d.* in full satisfaction of all claims, received the sign manual on the 9th of September, 1806; and a grant was made to Cutler and Co. for clock-work furnished to Mr. Fulton, of 1653*l.* 13*s.* 7*d.* per sign manual, September 19, 1806.

NAVAL PREMIUMS

Offered in 1811, by the SOCIETY instituted at London, A. D. 1754, for the Encouragement of Arts, Manufactures, and Commerce.

Claims for which are to be addressed to Dr. Charles Taylor, Secretary.

3. **RAISING OAKS.** To the person who shall have raised, since the year 1807, the greatest number of oaks, not fewer than five thousand, either from young plants, or acorns, in order to secure a succession of oak timber in this kingdom; the gold medal.

4. For the next greatest number, not fewer than three thousand; the silver medal.

35. **PRESERVING POTATOES.** To the person who shall discover to the Society the best and cheapest method of preserving potatoes, two or more years, perfectly sound, without vegetating; the gold medal, or thirty guineas.

36. For the next greatest quantity, not less than fifty bushels; the silver medal.

39. **GAINING LAND FROM THE SEA.** To the person who shall produce to the Society an account, verified by actual experiment, of his having gained the greatest quantity of land from the sea, not less than fifty acres, on the coast of Great Britain and Ireland; the gold medal.—The same premium is extended one year further.

57, 58, 61, 62, 68. [The same as the preceding year. *Vide* N. C. Vol. XXIV. p. 412.]

69. **TURPENTINE FROM THE SCOTCH FIR, OR PINUS SYLVESTRIS.** For the greatest quantity of turpentine, not less than two hundred weight, prepared in Great Britain, from that species of fir called the Scotch fir, or *Pinus Sylvestris*, Linn.; the gold medal.

70. For the next greatest quantity prepared, not less than one hundred weight, on similar conditions; the silver medal.

N.B. The Society being in possession of the method practised for extracting turpentine from the trees whilst growing, and of samples so procured, information will be given upon the subject, on application for that purpose, at the Society's house.

85. The same as the preceding year. N. C. XXIV. 412.

146. **MANUFACTURE OF SAIL CLOTH.** To the person who shall produce to the Society a whole piece of sail-cloth, of his own manufacture, proper for the general use of the royal navy, and equal to the best Dutch; the gold medal, or forty guineas.

147. For the next best in merit on similar conditions, the silver medal, or twenty guineas.

150. The same as 147 for the preceding year. N. C. XXIV. 418.

151, 164, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 189, 190, and 191, correspond with 148, 161, 163, 164, 165,

166, 167, 168, 169, 170, 171, 173, 174, 185, 186, and 187, for the preceding year. N. C. XXIV. 413, 414.

194. **BHAUGULPORE COTTON.** To the person who shall import into the port of London, in the year 1811, the greatest quantity, not less than one ton, of the Bhaugulpore cotton, from which cloths are made in imitation of nankeen, without dyeing; the gold medal.

195. **ANNATTO.** To the person who, in the year 1811, shall import into the port of London, from any part of the British settlements in the East Indies, the greatest quantity of annatto, not less than five hundred weight; the gold medal.

196. **TRUE COCHINEAL.** To the person who, in the year 1811, shall import into the port of London, from any part of the British settlements in the East Indies, the greatest quantity of true cochineal, not less than three hundred weight; the gold medal.

Naval Premiums and Rewards bestowed, in 1811, by the Society of Arts, Manufactures, and Commerce, Adelphi.

To Captain T. M. Bagnold, of the royal marines, High Row, Knights-bridge, for a gun and carriage to clear the tops of the enemy's ships from marksmen, in close action; the silver medal.

To Mr. J. Allan, Blewitt's Buildings, Fetter-lane, for a reflecting circle, in which the screens can be readily shifted in taking altitudes; the silver medal and twenty guineas.

To Mr. John Hodgson, Charles-street, St. James's Square, for a method of correcting the variations of the mariner's compass; the silver medal.

To Francis Fortune, Esq. 8, Lower Thames-street, for curing British white herrings, in the Dutch method, class 165; the gold medal.

To Mr. Peter Sleavin, 7, Little Brook-street, Hampstead Road, London, for curing British white herrings; fifteen guineas.

PLATE CCCXLVI.

THE island of St. Thomas, not long since taken from the Danes, with the rest of their settlements in the West Indies, is situated in longitude $64^{\circ} 50'$ west of Greenwich, and in latitude $18^{\circ} 22'$ north.

"This island," says the Abbé Raynal, "the farthest of the Carribees, towards the west, was totally uninhabited, when the Danes undertook to form a settlement upon it. They were at first opposed by the English, under pretence that some emigrants of that nation had formerly begun to clear it. The British ministry stopped the progress of this interference; and the colony was left to form plantations of sugar, such as a sandy soil, of no greater extent than five leagues in length, and two and a half in breadth, would admit of.

"So small a cultivation would never have given any importance to the island of St. Thomas; but the sea has hollowed out from its coast an excellent harbour, in which fifty ships may ride with security. So signal an advantage attracted both the English and French Buccaneers, who were desirous of exempting their booty from the duties they were subject to pay in the settlements belonging to their own nations. Whenever they had taken their prizes in the lower latitudes, from which they could not make the windward islands, they put into that of St. Thomas to dispose of them. It was also the asylum of all merchant ships which frequented it as a neutral port in time of war. It was the mart, where the neighbouring colonies bartered their respective commodities, which they could not do elsewhere with so much ease and safety. It was the port from which they continually despatched vessels richly laden, to carry on a clandestine trade with the Spanish coasts, in return for which they brought back considerable quantities of metal, and merchandises of great value. In a word, St. Thomas was a market of very great consequence.

"Denmark, however, reaped no advantage from this rapid circulation. The persons who enriched themselves were foreigners, who carried their wealth to other countries. The metropolis had no other communication with its colony, than by a single ship, sent out annually to Africa to purchase slaves, which being sold in America, the ship returned home laden with the productions of that country. In 1719, their traffic increased by the clearing of the island of St. John, which is adjacent to St. Thomas, but not half so large."

Latterly, the island has abounded with potatoes, millet, manioc, and most sorts of fruits and herbage, especially tobacco; but it is extremely infested with musquitos, and other troublesome vermin.

The harbour, as mentioned by the Abbé Raynal, is safe and commodious, with two natural mounds upon it, calculated, as it were, for placing two batteries for the defence of its entrance. Nearly in the centre of the harbour, on a hill, is a small fort, or castle, which was built by Blackbeard, *alias* Captain Teach,* a notorious pirate, or buccaneer. It has neither

* This man was a commodore, or chief, of the pirates, whose depredations in the West Indies, and on the coast of Africa, every naval reader is more or less acquainted with. Blackbeard was particularly notorious for his taking the South Carolina ships, and insulting that colony. "This was at the time that the pirates had obtained such an acquisition of strength, that they were in no concern about preserving themselves from the justice of laws, but of advancing their power, and maintaining their sovereignty, not over the seas only, but to stretch their dominions to the plantations themselves, and the governors thereof, inso-much that when their prisoners came aboard their captor's ships, the pirates freely owned their acquaintance with them, and never endeavoured to conceal their names, or habitations, as if they had been inhabitants of a legal commonwealth, and were resolved to treat with all the world on the foot of a free state; and all judicial acts went in the name of Teach, under the title of Commodore."—*Vide General History of the most notorious Pirates*."—The nature of the predatory war-

ditch nor out-works. The town, which commences about fifty or sixty paces west of the castle, consists chiefly of one long street, at the end of which is a large factory, with convenient warehouses, &c. To the right of the factory, is the Brandenburg quarter, consisting of two little streets, formerly occupied by French refugees, from Europe and the islands. Most of the houses are of brick, built and tiled in the Dutch fashion; though only of one story, on account of the foundation; as, on digging to the depth of three feet, the workmen are interrupted by water and quicksands.

NAVAL LITERATURE.

A Sermon preached at the Anniversary Meeting of the Stewards of the Sons of the Clergy, in the Cathedral Church of St. Paul, on Thursday, May 10, 1810. By the Rev. JAMES STANIER CLARKE, LL.B. F.R.S. Chaplain of the Household, and Librarian to his Royal Highness the Prince Regent, Vicar of Preston, Sussex. 1811.

THE preacher of the sermon before us, has long been well known as* the author of "*Naval Sermons*,"† the "*Life of Lord Nelson*,"‡ (in conjunction with Dr M'Arthur) the "*Progress of Maritime Discovery*,"§ &c. To promote the interests of the institution, for which his talents were exercised upon this occasion; to inculcate the propriety and necessity of providing for the offspring of the clergy, in general; to pourtray the high value and importance of the clerical profession in the navy; and to exhibit

fare carried on by these men, will be seen more at large, by a reference to "*The History of the Buccaneers*," a new and portable edition of which has lately been published.

* In addition to the preacher's individual merits, he may be said to possess hereditary claims to literary distinction. A note to page 16 of the sermons, records no less than three generations of his ancestors advantageously known in the republic of letters:—Dr. William Wotton, of St. John's College, Cambridge; (see Bayle's dictionary, Vol. X.) author of *Leges Wallicae*. William Clarke, of the same university and college; author of *Connection of Roman, Saxon, English coins*, who died chancellor of the diocese of Chichester. Edward Clarke, of the same, brought up at Winchester; author of *Letters concerning the Spanish nation*. To which respectable list may be aggregated his brother, Dr. Edward Daniel Clarke, of Jesus College, Cambridge; of whom honourable mention has been repeatedly made in the latter volumes of the *NAVAL CHRONICLE*. It is also remarkable that the same university should have nurtured all the four.

† Preached on board H.M.S. *Impetueux*, in the Western squadron, during its services off Brest, when commanded by the late Admiral J. W. Payne. *Vide NAVAL CHRONICLE*, Vol. III. 275, 372.

‡ N. C. Vol. XXII. 494; XXIII. 56, 318; XXIV. 55, 416; XXV. 413.

§ *Ib.* Vol. X. 223, 401, 481.

a fair specimen of the author's style and sentiment, it is only necessary to present the reader with the following brief excerpt :—

“ Those persons who really love their country, and are anxious for its reputation and its honour, will equally regard, and anxiously provide for, the orphans of that country's servants, whether belonging to the naval, the military, or the ecclesiastical profession. Let it be also remembered on this occasion, that the ministers of our sacred establishment have frequently appeared, and greatly distinguished themselves by their intrepidity, disinterestedness, and humanity, both on the ocean, and in the field. I speak in the royal * presence of one, who can bear testimony to the truth of this assertion.—In all the great naval actions of the present war, the clerical profession, though little noticed, has had its share of danger and of death. It has constantly kept alive throughout our fleets the lamp of revealed truth ; has exerted itself, with the greatest success, in preserving a spirit of discipline and obedience ; in opening and training the minds of those officers, who, at an early age, were separated from their parents ; and above all, it has imparted the only consolation which the dying hero demanded, the certainty that he should live hereafter, and that his Redeemer liveth. Have not the children of such ministers proportionable claims on your gratitude ? Unknown, and too often unrewarded, they have, indeed, descended into the grave ; but justice and humanity equally urge you to provide against the possibility, *that one of their little ones should perish.*

“ Nor should this part of our subject be dismissed, until a farther inducement is offered for your liberality towards the orphans of our naval and military clergy. Throughout both services, but especially amongst those *who go down to the sea in ships*, there has long existed an uniformly devout spirit ; and there can be no doubt, that the prevalency of this spirit, preserved and augmented, under the blessing of God, by those sacred ministers who have watched its progress ; has had a very considerable share in strengthening and crowning that dauntless heroism, which has so often stood in the very front of the battle, and averted the plague of anarchy and of despotism. Moreover, let it be remembered, that many of the leading officers of the British navy, and more especially that great and lamented *Admiral*, near whose hallowed remains we are this day assembled, was himself the son of a clergyman. Who having carefully instilled an early sense of christianity into his child's capacious mind, devoted him to that glorious cause, in which, though

‘ God gave us victory, Nelson † died.’ ”

* “ Admiral H. R. H. the Duke of Clarence, principal Steward for the year ; who was pleased to signify, that it was the intention of the Royal Brothers, that one of our Princes should always attend at the Anniversary Festival of the sons of the Clergy, in the Cathedral Church of St. Paul.”

† “ From lines written by his Grace the [late] Duke of Devonshire.”

Ecclesiastical Poetry.

To the Memory of WILLIAM CHARLTON, Esq. late Captain of
H. M. S. Garland.*

" Dignum laude virum musa vetat mori."

AND shall the good man rest on death's cold bed,
And no muse haste a heartfelt tear to shed ?
Shall he, whose valour in his country's cause,
Glow'd to maintain its liberties and laws,
Quit life's short round, to Heaven's decree resign'd,
And leave no friendly chronicler behind ?
Oh, no ! a stripling muse the debt shall pay,
Valour will own, and virtue bless the lay ;
And she, the widow'd partner of his years,
Shall smile approval through affliction's tears.

Sleep'st thou in death, dear friend, life's voyage o'er,
Far from thy home, thy friends, and native shore ?
Sleep'st thou in death, beside the murmuring wave,
And sea-nymphs only left to deck thy grave ?
Oh, doubly happy, had the task been ours,
T' attend thy couch, and soothe the lingering hours ;
Soften with smiles the rugged front of death,
Hang on thy lips, and catch thy parting breath !
And ere that angels bore it to above,
Set free thy spirit with a kiss of love ;
And as were paid thy corpse the honours due,
Breathe a deep sigh, and murmur out adieu !

Oh ! dear wert thou to all ; thy generous mind
Thought not on self, but glow'd for all mankind ;
Pure in thy breast burnt friendship's sacred flame,
Thy ruling passion was thy country's fame !
'Twas this in early youth thy sails unfurl'd,
T' explore with deathless Cook an unknown world ;
'Twas this with Howe, by Gebir's towering steep,
Bore thee in triumph o'er the blood-stain'd deep ;
'Twas this with Keith ;—and him we yet deplore,
Nelson, the laurell'd chief of Nilus' shore,
Bade thee brave death to make the sturdy Dane
Yield thee and Britain's sons the sceptre of the main.
And oh ! when late by Fame and Rowley led,
Thy sails to India's western climes were spread,

* See Obituary, Vol. XXIV. page 439.

Eager from Gallia's grasp our isles to save,
 Fearless thou ro'd'st the deep, but found'st an early grave !
 Alas ! too early call'd, though ripe for fate ;
 Though wise in counsel, though in glory great ;
 Prov'd in each stage, all earthly duties done,
 Christian, and Patriot, Husband, Friend, and Son !
 Still, still, too early call'd from those on earth,
 Who knew thy heart, and priz'd thee for it's worth ;
 For they had long, long wish'd once more to press,
 Thee in their arms, and taste of happiness.
 God's will be done ! 'Tis He, all great, all just,
 Bows thee, our idol, to thy kindred dust ;
 But long thine image in our breasts shall dwell,
 So sainted Charlton, dearest Friend, farewell.

AMICUS.

THE SOLILOQUY OF A POOR NAVAL CLERK.

TO starve, or not to starve—that is the question?—
 Whether 'tis nobler in the mind, to suffer
 The angry gripings of an empty stomach ;
 Or to apply to noble Domines,
 And, by complaining, end them ? To starve—to eat :—
 No more ? and, by this meal, to say we end
 The belly-ach, and the thousand natural pains
 The grumbling bowel's heir to ;—'tis a consummation
 Devoutly to be wish'd ! To starve ;—to eat ;—
 To eat, perchance to sicken ; Ay, there's the rub,
 For by that hearty meal what ills may come
 When application's made for payment prompt
 And spoils digestion ; there's the respect,
 That makes the gripings of so long life :
 For who would bear a thread-worn coat and ragged trowsers,
 The rusty hat, the pangs of flatulency,
 The chief clerk's contumely, the lord's delay,*
 Diet of bread and cheese, distress of family,
 And the reproaches of an angry creditor ;
 When he himself might 'scape all these
 By resignation ? Who would confinement bear
 To groan and sweat under this plodding life ;

* The clerks of the different naval offices under the Admiralty, have a long time since petitioned to be paid for time of service, as the clerks of that office are, and as recommended by a Committee of the House of Commons, and the Commissioners of Naval Revision.

But that the dread of something worse than this,
 The well-known *Fleet*—from whose bourn
 Few debtors e'er return—puzzles the will;
 And makes us rather bear those ills we have,
 Than under the uncertainty of earthly things
 Attempt to better our poor condition.*
 Thus recreant fear makes paupers of us all;
 And thus the firm and manly mind,
 Is enervated and dispirited by want,
 And all exertions for the public good,
 Damp'd and discouraged, lose the force of action.

28th August, 1811.

JUSTICE,

Marine Law.

SUPREME COURT, HINDOSTAN, JANUARY 19, 1816.

REID, *versus* THE GANGES INSURANCE OFFICE.

MR. STRETTELL, (counsel for the plaintiff,) stated, that the present action was brought by the plaintiff, for the recovery of the loss of the brig *Margaret*, Captain Angier, and cargo, under the following circumstances:—The plaintiff, in the month of March last, despatched the *Margaret* on a voyage to Penang; she was freighted by a native, named Raddha Mohun Bonargy; the cargo consisted of 40 chests of opium.—The plaintiff having no interest in the cargo, took the sea risk upon himself, the *Margaret* having the benefit of convoy to Penang, where she arrived in safety, 10th of April; there she remained twelve days; the market for opium being at that time rather unfavourable, thirty chests of the cargo were only disposed of; the remaining ten chests, Captain Angier (with the concurrence of Messrs. Forbes and Co. agents for the plaintiff) agreed to purchase at the market price, intending to proceed to the coast of Pedier, for pepper; and here the voyage and risk which gave rise to the present suit commenced.

* On the 14th August, 1811, died ——— Nash, who had been a clerk in the Navy Office 28 years, during a great part of which time (11 years) his salary was but 50*l.* per annum, it was afterwards increased to 80*l.* which continued till within these five or six years, when it was farther increased to 130*l.* a salary that a certain Lord and Admiral asserts is too much by 30*l.* for any man. Mr. Nash left a wife and four children penniless, who were obliged to solicit the benevolent contributions of the clerks of the Navy Office, to enable them to bury their deceased husband and father; and, without ostentation, let it be mentioned, that the subscription was, in a few hours, very handsome, many contributing far beyond a proportionate scale of income,

On effecting the purchase of the ten chests of opium, Captain Angier wrote the plaintiff, setting forth the nature of the transaction, the amount of the purchase, probable rate of insurance, for one month, &c. &c. making a total of between 19,000 and 20,000 rupees, and that insurance could not be effected at Penang; leaving it with the plaintiff to take the necessary steps in Calcutta; the voyage was expressed in the following terms:—At and from Penang to Malacca, and South West Coast.—The Margaret sailed from Penang on the 23d of April, and, about the 3d of May, anchored off Passangang, on the Coast of Pedier; where, on the 3d day after her arrival, she was cut off, the commander, chief officer, and several of her crew, being cruelly murdered.

The advocate-general, on behalf of the defendants, admitted the fact of the loss: but contended, that, as the plaintiff had not effected insurance till the 8th of June, although in possession of letters from Captain Angier, since the 16th and 27th of May, and as the insurance was only effected on the arrival of Captain Skene, from the coast of Pedier, who brought the first report of the Margaret's being cut off, there were strong presumptive grounds for suspicion, that the plaintiff knew of the loss of the Margaret when he made the insurance; and the circumstance of his having accepted a policy, excepting the West Coast, went strongly to support that opinion.

It was further stated, that Captain Skene had been sent for by Mr. Robert Campbell, secretary to the Ganges Insurance, on the day of, or subsequent to, his arrival, and after being cautioned of the necessity of disclosing what he knew of the circumstances of the case, Captain Skene admitted, that he had mentioned the loss of the Margaret; but had been enjoined to secrecy.—These facts being proved, the Hon. Sir John Royds, and Sir William Burroughs, after a full and impartial hearing of the cause, pronounced a verdict for the defendants, with costs of suit.

| | <i>Sicca Rupees.</i> |
|--------------------------|----------------------|
| Value of the cargo | 20,000 |
| Value of the block | 20,000 |
| | <hr/> |
| | 40,000 |

KENT ASSIZES, MARCH 21, 1810.

CROWN SIDE.

William Richards, surgeon's mate of the Centinel gun-brig, was indicted for forging a certificate of service and order for payment of money, purporting to be the quarterly pay-bill of W. Bell, surgeon's mate of the Manly gun-brig, with intent to defraud W. Bell.

W. J. Tumey, a grocer, at Chatham, said, that on the 20th of November last, the prisoner came to his shop and bought some articles of grocery, asking if the witness would give him the difference of a quarterly bill. He had not change enough of his own, but he sent the bill to the Bank. It was for the payment of fourteen pounds nine shillings and sixpence. The Bank sent it back, because it had no PAYEE's name, that being left in

blank; upon which the witness inserted his own name as payee, the prisoner having previously indorsed the bill in the name of W. Bell. The Bank sent the money, upon which he paid over the difference to the prisoner, the articles which he purchased amounting to one pound six. The prisoner directed his parcels to be sent to the Chest Arms, at Chatham, and wrote on the covers, "Doctor Bell."

This statement was confirmed by Pope, the servant of Tumey, who produced the paper covers, with the prisoner's hand-writing on them, as "Doctor Bell."

Mary Rogers, bar-maid, at the Chest Arms, proved that the prisoner came to their house on the night of the 21st of November, and took a place in the Canterbury night coach. He claimed the parcels, and desired they might be taken care of until his return. He took his place in the name of Richards.

Lieutenant Greensword, the commander of the *Manly*, proved that the bill was not the hand-writing of the surgeon of the *Manly*; and several witnesses proved, that they believed the whole to have been the hand-writing of the prisoner, who was at the time surgeon's mate of the *Centinel* gun-brig.

The Jury found him **GUILTY**, subject to a point reserved, of there being no payee's name in the bill.

CORNWALL ASSIZES, August, 1811.

In the *crim. con.* case, Foote *v.* Baylay, the plaintiff, a captain in the royal navy, obtained a verdict, 400*l.* damages.

HIGH COURT OF ADMIRALTY, DOCTORS' COMMONS,

August 8, 1811.

Cousine Marianne, De Boor, master.—This was a further proof case, in respect to two bales of cambrics.—The Court was of opinion that the further proof was sufficient, and restored the same.

Experiment, Wredenbergh, master.—In this case a claim of salvage was set up, which the Court pronounced against, but allowed the parties their expenses.

Cincinnati, —, master.—This was a question of salvage, on the ground of rescue.—The Court pronounced one-fifth of the property to the salvors, to be distributed in certain proportions.

Rolla, Coffin, master.—This was a proceeding instituted by the Treasurer of the Navy, against Alexander Davidson, Esq. prize agent, for the non-distribution of the proceeds of the above prize, which was captured by the *Medusa*, in November, 1806.—It appeared that the proceeds amounted to 3000*l.*—The Court was of opinion, that Mr. D. was liable to pay the ordinary interest from the 1st of August, 1810, when distribution ought to have taken place.

La Volontaire, &c. This was a proceeding of the like nature, the proceeds of two prizes, amounting to 17,516*l*. Interest was also pronounced to be due from a certain period.

Wye Prove, Johansen, master.—This vessel, under Danish colours, in ballast, was sailing under a licence, and destined finally to Hull. Further proof required.

Adjutor, —, master; and Geselschap, —, master.—In these two cases the property was restored, subject to captors' expenses.

AUGUST 9.

Cape of Good Hope.—This was a proceeding instituted by the Treasurer of the Navy, against Mr. A. Davidson, for not having distributed in due time a large sum of money that was put into his hands, as agent for the army and navy, arising from the proceeds of the ordnance stores which were taken at the Cape of Good Hope, on the capture of that place. It appeared that Mr. Davidson acted under the direction of trustees respecting the distribution of the money, and therefore the Court was of opinion that he had not incurred the penalties of the Act of Parliament, but held that he was liable to pay two months interest on the money retained in his hands, when distribution of the same ought to have taken place.

Buenos Ayres and its Dependencies.—This was a case of a similar nature. It appeared that two agents were appointed in this case, Mr. Davidson on the part of the navy, and Mr. M'Donald on that of the army, to manage the distribution of certain dollars that were seized on the capture of Buenos Ayres. The Court said it would make no order till the next sitting, in order to give Mr. Davidson an opportunity of following the example of Mr. M'Donald, who had already made a distribution of the money, with interest.

Fortuna, Daene, master.—This vessel, under Prussian colours, laden with wine, was bound from Bourdeaux to New York.—Condemned.

Alert, M'Kenzie, master.—This American vessel was laden with wine, brandy, and silk, and bound from Bourdeaux to Newberry Port.—Condemned, with expenses.

Fem Soakskende, Frautzen, master.—This Danish ship was destined to Leith.—Restored, subject to the captors' expenses.

Twee Gesusters, —, master.—Still further proof was required.

SCOTLAND BILL-CHAMBER.—ADMIRALTY.

GIBSON v. PORTEOUS.

This was a case reported by the Lord Ordinary from the Bill-Chamber. It was a suspension, at the instance of George Gibson, jun. merchant, at Leith, of a charge of horning on a decret of the Judge Admiral, for payment of 120*l*. sterling, interest and expenses, obtained by Alexander Porteous, merchant, in Perth, against him.

The Charger having ordered from a merchant in Gottenburgh, a quantity of iron to be shipped "on board of the Catherine and Isabel, Captain Meiklejohn," wrote Messrs. Liddell and Reid, insurance-brokers in Leith, to insure on iron "on board the Catherine and Isabel, Captain Meiklejohn, from Gottenburgh to Perth, 120*l.* sterling." These gentlemen effected the insurance as directed, and the suspender, on account of John M'Intyre, undertook the risk, and subscribed a policy to that effect on the 30th of May, 1809. The words of the policy are, "on iron of and in the good ship or vessel called the Catherine and Isabel, whereof is master, under God, for this present voyage, Captain Meiklejohn, or whosoever else shall go for master in the said ship, *or by whatsoever other name or names the same ship is or shall be called.*" It turned out, however, that the iron which was meant to be insured was on board a vessel called the Janet and Catherine, Captain Meiklejohn, then at Gottenburgh, which vessel was lost on her voyage to Perth. It would appear this was the true name of the vessel, on board of which the Charger meant to insure his goods, there being no such vessel then at Gottenburgh for Perth, as the Catherine and Isabel, and that he had made a mistake with regard to her name. The Suspenders, however, when called upon to pay the loss, availed himself of this mistake, and refused a settlement, alleging that he had only authority from Mr. M'Intyre to underwrite 150*l.* upon one risk, and he had already taken a risk on the Janet and Catherine to that extent, and declaring that he would not have taken the risk sued for, had he known it to be on the same bottom. Both parties, however, agreed to refer the matter to Mr. William Hutchins, of Lloyd's Coffee-house, and a joint statement was drawn up, subscribed by the parties, and transmitted to that gentleman for his decision. After this statement was transmitted to London, the Charger having discovered that the Suspenders, contrary to his averment, had underwritten for Mr. M'Intyre 300*l.* upon one policy; and thinking this fact of importance to his case, procured the policy, and transmitted it also to Mr. Hutchins. The Suspenders having got notice of this, wrote that gentleman that he declined to abide the reference.

Notwithstanding this intimation, Mr. Hutchins proceeded to consider the case, and pronounced his award upon it in the following terms:—"Under all the circumstances of this case, I am of opinion the assured should recover of the underwriter a total loss of 100*l.* per cent. and the assured to pay the expense of this reference." The Suspenders having refused to abide by this award, the Charger was under the necessity of bringing an action against him before the Judge-admiral, concluding for implement of the policy. After the usual procedure had taken place in the Admiralty Court, the Judge Admiral pronounced this interlocutor: "In respect that the variation in the name of the ship in the policy from the real name, appears to have arisen from a mistake, merely while *constabuit* as to the vessel itself, the circumstances of the case shew that the Defender could be under no mistake as to the vessel meant to be insured; repels the defences and decerns," &c. It was a charge upon the decree that gave rise to the present suspension.

The chief reason of suspension seems to have been, that the policy underwritten by the Suspender, on Mr. M'Intyre's account, was upon goods on board the Catharine and Isabel, whereas the Charger's iron was on board the Janet and Catharine. To prove that an error in the name of the vessel must be fatal to the insurance, he quoted the case of *Watt v. Ritchie*, 23d Jan. 1782, and contended strenuously, that he was really deceived as to the risk he had undertaken, for had he imagined it was on goods for the Janet and Catharine, he would not have taken the risk, having previously insured 150*l.* on that vessel. The Suspender also alleged that he was not the proper party, being merely agent for Mr. M'Intyre, but as he had produced no mandate from him, the allegation was disregarded.

Answered for the Charger.—If the identity of the ship can be proved, and no fraud be meant, a mistake in the name will not vitiate the contract." Marshall on Insurance, and cases there quoted. Burrows Rep. v. 3. p. 1911. Bynkershock, *quest. jur. priv.* l. 4. c. 11. p. 610. As to the *bona fides* of the Charger, there can be no doubt; and, with regard to the identity of the vessel, it will not be necessary to say much. There was only one vessel, viz. the Janet and Catherine, at Gottenburgh, bound for Perth, at the time the insurance was effected. This is a fact the Suspender *might* have known. Nay, there is reason to believe he did know it, for he had taken a risk on the very same vessel previously to this, and the similarity of the names given to the vessel, and identity of the name of the captain, could not well escape his notice. In the case of *Watt*, which is not by any means similar to the present, it was the master himself who misnamed his own vessel. Besides, the terms of the policy itself, which has a general clause as to the name of the vessel, is quite sufficient to overturn the plea of the Suspender.

The Court (4th July, 1811) repelled the reasons of suspension.

COURTS MARTIAL.

MARCH 19 and 20.—A court martial was held on board the *Salvador del Mundo*, on Captain Jacob Walton, his officers, and crew, for the loss of his Majesty's late ship *Amethyst* :—*

MEMBERS OF THE COURT.

Rear-admiral Sir Edward Buller, President.

| | |
|--------------------------|---------------------|
| Capt. Lord A. Beauclerc, | Capt. J. N. Newman, |
| — P. Wilkinson, | — J. E. Douglas. |
| — S. J. Ballard, | — R. D. Oliver, |
| — A. W. Schomberg, | — J. Broughton. |
| — C. D. Dunn, | — J. Nash, |
| — G. Tobin, | — C. Richardson. |

G. Eastlake, jun. Esq. officiating Judge Advocate.

* The briefness of the report of this court martial (occasioned by a pressure of

After the usual forms of the members being sworn, &c. were gone through, Captain Walton, Lieutenant Stewart, and Mr. Owens, master, were brought into Court in the custody of the Provost-Marshal. On the Admiralty orders being read for convening the Court, Captain Walton delivered a narrative of the circumstances attending the loss of the *Amethyst*, which was read by the officiating Judge Advocate. It stated, that the ship was under sailing orders, lying at single anchor in an inner berth in the Sound; and that every possible precaution had been taken, to render her situation as safe as circumstances would admit of; that about half-past twelve o'clock, on the 15th ult. a sudden and violent gust of wind set in from the N.W. which drove the ship; the bower anchor was immediately let go, but, owing to the drifting of the ship, she was on shore before it could be brought to bear. The masts being cut away, and the tide making, precautions were instantly taken for the preservation of the ship and crew. Signals of distress were made, but, owing to the violence of the weather, no assistance could arrive till daylight.—Captain W. stated, that his conduct had ever been governed by a steady zeal for the service, and trusted he was not culpable in any respect connected with the loss of the ship; it was his wish to have moored, but was assured of the impossibility of putting it into execution, by the master.—Captain W. referred the Court to his night orders, and other precautionary measures; and imputed the loss of the ship to her nearness to the shore, and the extreme force of the wind, which bore more particularly on the *Amethyst* than on any other ship near the island.—Captain W. bestowed the highest encomiums on the meritorious conduct of the officers and crew, for their steady and cheerful submission to the greatest privations; but stated it as a painful duty incumbent on him, that the first lieutenant and master were found wanting in that foresight and judgment, which, from their service, was expected from them.—Captain W. again adverted to the praise-worthy conduct of the officers and crew, and those employed in the boats sent from the fleet; that, by their assistance, and the able dispositions of Captain Nash, he had been enabled to save the greater part of the stores and hull.

After the evidences were gone through, the captain, lieutenant, and master, gave their defences separately.

The Court having duly weighed and considered Captain W.'s statement, as well as the evidence of the officers and crew, were of opinion, that blame was attached to the conduct of Captain J. Walton, and Mr. R. Owen, master of the *Amethyst*, and did adjudge Captain Walton to be severely reprimanded; and that Mr. Robert Owen be severely reprimanded, and reduced to serve as master on board a ship not higher than a sixth rate, for twelve calendar months: the Court were further of opinion, that no blame is attached to any other officer, or to any one of the ship's company, and were all acquitted accordingly.

other matter) in our preceding Volume (page 260) has induced us to submit the present more complete account.—For the particulars of the loss of *H. M. S. Amethyst*, vide *N. C. Vol. XXV. p. 295.*

AUGUST 5.—A court martial was held on board the *Gladiator*, for the trial of Mr. Thomas Bourne, master's mate, of the *Crocodile*, charged with having caused the death of Thomas Jones, a seaman, (who was under his command in a prize) by striking him several times in the breast with an iron marline spike, which the man survived but five days.—Upon the above charge the Court came to the following decision, "That it appeared that the conduct of the prisoner had been unjustifiably severe to the deceased, but that it had not been proved that he had caused his death, and did therefore adjudge him to be dismissed from his Majesty's service, and to be rendered incapable of ever serving in the navy again, and to be confined in the *Marshalsea* for the space of six months."

AUGUST 9.—A court martial was held on Mr. F. Hornsby, master's mate of the *Medusa*, for irregular conduct (in several instances) while prize-master of a vessel detained by the *Medusa*; first, for not giving the men their full allowance of rum, although he had sufficient on board; second, for being drunk himself; and third, for beating one of the men in a severe manner with a rope's end. The Court was of opinion that the charges had been in part proved; and the prisoner was sentenced to be severely reprimanded, and to serve two years as a midshipman, in addition to the six required by the rules of the service, before he can pass for a commissioned officer.

NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

BUONAPARTE having arrived at Boulogne, a grand marine *fête* took place for his amusement, and under his immediate direction, on the 20th and 21st of September. On the former day, after much bustle and pomp of preparation, the great Emperor, in his barge, visited several vessels of his flotilla. Seven praams, of 12 24-pounders each, then stood out to attack H.M.'s frigate *Naiad*, Captain Carteret, which awaited their approach with springs on her cable. After a distant cannonade of three quarters of an hour, the praams were joined by ten brigs, of four guns each, and a sloop of two. The engagement continued for two hours longer; when the *Naiad* weighed anchor and stood off, partly to repair some slight damages which she had received, but chiefly, by getting to windward, to get within shore, if possible, of a part of the French flotilla. The enemy, however, retreated under the batteries.

On the following morning, "covered with glory," the seven praams, and fifteen smaller vessels, renewed the attack. The *Naiad* had, in the mean time, been joined by the *Rinaldo*, *Redpole*, and *Castilian* brigs, and the *Viper* cutter. The enemy were drawn within pistol-shot; and then, by the judicious and incessant firing, from both sides of H.M.'s cruisers, they

were thrown into inextricable confusion. The French admiral himself very narrowly escaped being taken; and one of the praams, bearing a commodore's pendant, which came up to his assistance, was secured and triumphantly borne off!—In this action, Lieutenant Cobb, of the Castilian, and two seamen, were killed, and about 16 wounded. The loss of the enemy is supposed to have been considerable. On the former day, not a man of ours was hurt.

The same Gazette (September 24) which recorded the particulars of this gallant affair, contained, besides minor captures, an account of the taking of 11 gun-vessels, an armed felucca, and 14 merchantmen, by H.M.S. Thames, and Cephalus sloop, under the batteries of the Bay of Naples, without the loss of a single man.

To the above account, we have to make the following addition:—

“ Plymouth, September 23.

“ Came in four French *chasse marées*, taken by H.M.S. Sceptre; a French brig, taken by H.M.S. Abercrombie; a French sloop, taken by H.M.S. Pompée; a French galliot, and a French sloop, taken by H.M.S. Semiramis.”

Buonaparte is said to have laid an embargo on all the French ports; probably with a view of favouring the putting to sea of the Scheldt fleet, which is said to consist of 25 sail of the line. The general belief is, that it will attempt to go north about; consequently, an extra number of men of war have been ordered on the Loughswilly station.—Buonaparte is expected to visit Rotterdam, in the course of his tour.

The yellow fever has broken out, with considerable violence, at Carthage.

The last American papers are milder in their language, than we have, for some time past, been accustomed to witness. It is certain, however, that the negotiations between the two governments have been suspended, till Mr. Foster shall receive farther instructions, in answer to despatches which he some time ago transmitted to England.

The expected Order in Council, retaliatory on the Non-Importation Act of the American Congress, has not yet appeared; but the Gazette of September 7, contains an Order, grounded on an Act passed, by the late administration, in the 46th of his Majesty, and intituled, “ An Act for authorising his Majesty in Council to allow, during the present war, and six weeks after the ratification of a definitive treaty of peace, the importation and exportation of certain goods and commodities in neutral ships, into and from his Majesty's territories in the West Indies, and Continent of South America.” By this order duties are imposed upon a variety of articles, the produce of the United States of America, which will naturally affect the lucrative commerce which the Americans have so long maintained with our colonies, to the no small discouragement of our North American settlements and possessions.

The London Gazette of 10 September, contains an Order in Council for reducing the limits of the quarantine ground at the Motherbank, by the

removal of the west buoys, placed there, to the eastward of Wotton Creek; and by shifting the two north, or outer buoys, nearer to the Isle of Wight. A buoy has also been directed to be placed midway between the east and west inner buoys, and another buoy, painted red, between the two outer buoys. This state paper will appear textually in a subsequent part of the present volume.

In filling up the late vacant naval colonelcies of the royal marines, two of the three nominations seem to have given dissatisfaction, both in and out of the service; as those captains who have particularly and individually distinguished themselves, were not thought of, such as a Moore, Foote, Blackwood, Brisbane, Berry, E. Hamilton, Rowley, Seymour, Hoste, &c. The only justification and policy for these sinecure colonelcies and generalships to continue independant of the serving corps, can be but to reward extraordinary merit in the naval service.

The Tartar frigate has been lost in the Baltic. She struck on a rock on the 13th of August, and remained in that perilous state till the 23d, when it was found impracticable to save her. Not one of the officers or crew was lost. They have, we understand, been distributed among our ships on that station.

Letters on Service.

Copied, verbatim, from the LONDON GAZETTE.

ADMIRALTY-OFFICE, AUGUST 22, 1811.

Copy of a Letter from Captain Bouchier, of H. M. Sloop the Hawke, to Admiral Sir Roger Curtis, Bart, dated at Sea, August 19, 1811, and transmitted by him to J. W. Croker, Esq.

SIR,

I BEG leave to state to you, that, in obedience to your directions, I proceeded, in his Majesty's brig under my command, to the eastward of St. Marcou, in order to intercept any of the enemy's trade bound to the westward; at two P.M. St. Marcou bearing W. by N. six leagues, we observed from the mast head a convoy of French vessels steering for Barfleur; all sail was immediately made in chase, and, on our near approach, we perceived them to be protected by three armed national brigs, and two large luggers, the former carrying from twelve to sixteen guns, the latter from eight to ten each, apparently well manned. Convinced, from their hauling out from their convoy in close order, it was their intention to attack us, I immediately hove to to receive them, and, at half-past three P.M. Point Piercu bearing N.W. $\frac{1}{2}$ W. four miles, the action commenced within half-pistol shot, and continued with great spirit on both sides, until we succeeded in driving on shore two of the brigs, and the two luggers, with fifteen sail of their convoy; but, in the act of wearing, to prevent the third brig raking us, we unfortunately grounded, which enabled her and a few of her convoy to escape, although having previously struck to us. My whole attention at this time was getting his Majesty's brig off, by lightening her of her booms, spars, anchors, and a few of her guns, &c. which was

effected in an hour and a half, under incessant discharges of artillery and musketry, which completely lined the shore. I thought it then most prudent to anchor, in order to replace the running rigging, during which time, I despatched the boats, under the command of Lieutenant David Price, my second lieutenant, (my first being in a prize) to bring out or destroy as many of the enemy's vessels as practicable; he succeeded in bringing out the Heron, national brig, pierced for sixteen guns, mounting only ten, and three large transports, laden with timber for ship building; the rest were on their broadsides, and completely bilged, and was only prevented from burning them, by the strength of the tide being against him; which service was conducted in a most masterly and gallant manner, under a galling fire of musketry, from the beach, lined with troops. Lieutenant Price speaks in very high terms of the gallantry displayed by Mr. Smith, master, and Mr. Wheeler, gunner, who handsomely volunteered their services on the occasion.

The grateful task is now left to me, Sir, to express my sense of admiration of the very steady, uniform, brave, and determined conduct of the whole of my officers and ship's company, which will ever entitle them to my sincerest and warmest thanks; and I feel I am only barely doing justice to the merits of Lieutenant Price, in recommending him most strongly to their lordships' notice, for his spirited conduct in the action, as also in the boats, and, in short, on all occasions: he is a most deserving and meritorious young officer, to whom I feel myself much indebted: nor can I pass unnoticed the zeal and attention of Mr. Henry Campling, purser, who volunteered to command the marines and small arm men, and from whose continued and well-conducted fire I attribute the loss of so few men, which has been trifling, when the superiority of force opposed to us is considered, being only one man killed, and four wounded.

It is with much satisfaction I add, that his Majesty's brig has suffered in nothing but the running rigging and sails, except what damage she may have received from grounding; at present she makes nearly two feet water an hour; which, with the prizes not being in a condition to proceed by themselves, I judged it right to make the best of my way to Spithead with them, which, I trust, will meet with your approbation. Enclosed, is a return of killed and wounded, as also a list of vessels captured, driven on shore, and escaped.

I have, &c.

H. BOURCHIER.

A List of Vessels captured, drove on shore, and escaped, 18th August, 1811.

Vessels taken.

National brig la Heron, pierced for sixteen guns, mounting ten, four of them hove overboard to lighten her.

Concord, laden with oak and deal plank.

L'Amiable Amie, laden with ditto.

A vessel, name unknown, No. 710, laden with mahogany plank.

Vessels drove on shore.

One national brig, two luggers, names unknown; and twelve sail of merchant vessels.

Vessels escaped.

One national brig, and nine merchant vessels.

H. BOURCHIER, Captain.

Return of Killed and Wounded on board his Majesty's Sloop Hawke, Henry Bouchier, Esq. Commander, in Action with the Enemy, August 18, 1811.

Peter Hull, seaman, killed; Mr. Holmes, carpenter, slightly wounded;

Andrew Peterson, gunner's mate, ditto; John Monteith, carpenter's crew, ditto; William Perkis, seaman, severely wounded.

Total killed and wounded—5.

H. BOURCHIER, Captain.

AUGUST 27.

Copy of a Letter from Admiral Young to J. W. Croker, Esq. Secretary of the Admiralty, dated Marlborough, off West Capel, August 21, 1811.

SIR,

I transmit to you, for their lordships' information, an account of a very spirited and successful attack made on four French gun-boats, by the boats of a detachment of this squadron, under the command of Captain Hawtayne, of H.M.S. Quebec. I have the honour to be, &c.

W. YOUNG.

SIR

H.M.S. Quebec, Heligoland, August 6, 1811.

I have to acquaint you with a very gallant achievement (the capture of a division of the enemy's gun-boats); which has been performed by boats from this part of your squadron, under the direction of the first lieutenant, Samuel Blyth, of the Quebec, who had the honour to command a party of brave officers and men that nobly seconded him.

The weather was particularly fine and settled for this kind of service, and they had already captured and sent to me a vaisseau de guerre, of the Douanes Imperiales, manned with an officer and twelve men, (one of them was killed before she surrendered) and a merchant vessel which they were towing out, when being near the island of Nordeney, on the 3d, four of the enemy's gun-boats were seen at anchor within.

The enemy silently waited the attack, their guns loaded with grape and cannister, (not using any round shot), until the boats were within pistol range, when a discharge took place from their whole line. The first vessel was immediately boarded and carried, but the other with great bravery maintained themselves, severally, until they found their vessels were no longer in their own possession.

The loss sustained was, on our side, four killed, and fourteen wounded; on that of the enemy, two killed, and twelve wounded.

The officers employed were—Lieutenant John O'Neale, Alert; Lieutenant Samuel Slout, Raven, severely wounded; Lieutenant Charles Wolrige, Quebec; Humphrey Moore, lieutenant, royal marines, Quebec, afterwards severely burnt; sub-lieutenant Thomas Hare, Exertion; second master, George Downey, Redbreast; carpenter, Stephen Pickett, Raven; master's mate, Robert Cook, Quebec; master's mate, John M'Donald, Quebec; midshipman, Richard Millett, Raven, very severely wounded; mate, James Muggridge, Princess Augusta, wounded; mate, George Johnson, Alert. I have the honour to be, &c.

C. HAWTAYNE, Captain.

William Young, Esq. Admiral of the White, &c.

The Division of Gun-boats captured by Boats of a part of the Squadron of Admiral Young, in the Island of Nordeney, the 3d August, 1811.

No. 22, Guillaume Woutersz, lieutenant de vaisseau, commandant de division, of 1 long twelve-pounder, and 2 six-pounders, Dutch metal, and twenty-five men.

No. 23, Christian Smith, lieutenant de vaisseau, 1 long twelve-pounder, and 2 eight-pounders, Dutch metal, and twenty-four men.

No. 31, Jan Dirk Schewe, lieutenant de vaisseau, 1 long twelve-pounder, and 2 six-pounders, Dutch metal, and twenty-five men.

No. 71, San Pieter Seiverda Munter, enseigne de vaisseau, of one long twelve-pounder, and two six-pounders, Dutch metal, and twenty-four men.

CHARLES HAWTAYNE.

*To William Young, Esq. Admiral of the White,
Commander-in-chief.*

P.S. The Dutch metal is much greater than the English.

A List of Men Killed and Wounded, belonging to a Squadron of his Majesty's Ships and Vessels at Heligoland, in capturing Four of the Enemy's Gun-boats at Nordency, the 3d August, 1811.

Killed.

Quebec, 1; Raven, 1; Redbreast, 1; Princess Augusta, 1.—Total, 4.

Wounded.

Quebec, 5; Raven, 8; Princess Augusta, 1.—Total, 14.

Names of Officers and Men Killed and Wounded.

Killed.

Quebec.—George Bagley, ordinary seaman.

Raven.—Henry South, carpenter's mate.

Redbreast.—James Walker, able seaman.

Princess Augusta.—Thomas Minus, able seaman.

Wounded.

Quebec.—George Newport, ordinary seaman; John Fuller, ordinary seaman; Benjamin Hawkins, ordinary seaman; Thomas Thompson, able seaman; John Sparks, private marine.

Raven.—Samuel Slout, lieutenant; Richard Millett, midshipman; Dennis Mahany, landman; Charles Furzey, boatswain's mate; William Wheatly, private marine; John Bailly, volunteer 1st class; Charles Fenner, gunner's mate; Samuel Raynard, ordinary seaman.

Princess Augusta.—Mr. Muggridge, mate.

C. HAWTAYNE, Senior Officer.

*To William Young, Esq. Admiral of the White,
Commander-in-Chief.*

SEPTEMBER 10.

Copy of a Letter from Captain Ferris, of H.M.S. Diana, addressed to Rear-admiral Sir Thomas Williams, and transmitted by Admiral Sir Charles Cotton, to John Wilson Croker, Esq.

SIR,

I have the honour to inform you, that, while standing towards the Cordovan light-house, in company with H.M.S. Semiramis, in the afternoon of the 24th instant, I discerned four sail inside of the shoals at the mouth of the River Gironde, under escort of a national brig of war. I meditated either their capture or destruction, which could only be accomplished by artifice and promptitude, without the sacrifice of many lives. Stratagem was used, which had the desired effect, as they sent a vessel, with pilots, to our assistance, and I anchored after dark the two ships midway between the Cordovan and Royan, under whose guns the brig had taken refuge, and close to the brig stationed for the protection of the several convoys passing either way. I despatched three boats, under the orders of Lieutenant Sparrow (second), Lieutenant Roper (third), and Mr. Holmes, master's-

mate, from this ship, seconded by four boats under the orders of Lieutenants Gardner, Grace, and Nicholson, and Mr. Reneau, master's-mate from the *Semiramis*, to capture or destroy the convoy then anchored up the river, about four miles distant; but the tide prevented their accomplishing it until late in the night; and, at day-light, finding the captured vessels with the boats far up the river beyond the two brigs, I determined to attack them with the ship, but not without using the same artifice as the preceding night to prevent suspicion; and so convinced were they of our being friends that the captain of the port, Monsieur Michel Auguste Dubourg, capitaine de fregate, and commanding the in-shore brig, came on board to offer his services, and was not undeceived until he had ascended the quarter-deck. The *Diana* laid the outer-brig on board, and lieutenant Robert W. Parsons (first lieutenant), Lieutenant Madden, first of the royal marines, and Mr. Mark G. Noble, boatswain, headed about thirty seamen and marines (as many as could be spared by the absence of the boats), and succeeded in gaining possession of H. M.'s late gun-brig *Teazer*, mounting twelve eighteen pound carronades, and two long eighteen-pounder guns; commanded by Monsieur Alex. Papineau, lieutenant de vaisseau, with a complement of eighty-five men, and without loss on either side. It adds to the lustre these officers and men achieved, the humanity they displayed to the overpowered captives in putting them below without the force of arms, and an unnecessary effusion of blood. It was at this time that alarm was given and the batteries opened their fire upon the ships, when Captain Richardson, in the *Semiramis*, in a manner which characterizes the officer and seaman, pursued, drove on shore, and burnt, under the guns of the batteries, the French national brig *le Pluvier*, mounting sixteen guns and one hundred and thirty six men, whose captain, I have before spoken of, was decoyed on board.

Having obtained to the utmost the object in view, I anchored in the Gironde, out of gun-shot, to repair the damages sustained by the different vessels, when I was rejoined by the boats and the captured convoy, a list of which I have the honour to enclose. The services I received from Captain Richardson, the officers and ship's company of the *Semiramis*, merit my warmest acknowledgments, and I should be committing a great injustice to the officers and ship's company I command, were I not to speak in terms of the highest admiration for their steadiness and zeal throughout the whole affair. And could I add stronger encomiums to one than another, it would be from the great assistance I received from Lieutenant R. W. Parsons, and Mr. David Bevans, the master, whose unremitting attention in piloting the ship in the most intricate navigation greatly tended to insure the object of pursuit. I also enclose you a letter I received from Captain Charles Richardson, narrating his attack upon the brig, and enclosing a list of wounded in the affray; and I regret to add that I lost one man overboard, after the brig was in our full possession.

I have the honour to be, &c.

To Rear-admiral Sir Thomas Williams.

W. FERRIS, Captain.

*H. M. S. Semiramis, Royan Roads,
August 25, 1811.*

SIR,

I have the honour to report to you, that, as soon as the *Diana* ran on board the enemy's outside brig, her consort, at anchor in-shore of her, immediately cut her cable and made sail for the beach near the battery of Royan, where she grounded. I followed in to five fathoms, anchoring with a spring; the broadside was brought to bear on the enemy's brig, and bow-guns on the battery, within grape-shot of both.

After engaging some time, I found the guns of the enemy's vessel almost silenced, and perceived the boats haul up to quit her.

At this time the barge, pinnacle, and cutter rejoined me: I ordered Lieutenant Gardner, with these boats, immediately to board the enemy, which was gallantly effected after receiving his broadside. She proved to be the French national brig *Pluvier*, of sixteen guns and one hundred and thirty-six men, commanded, pro tempore, by Lieutenant Page de St. Waast.

The prize being fast on shore, the ebb-tide running most rapidly, and my own ship in only twenty feet water, I found it necessary to take the remainder of her people out and burn her, which, when completely effected, I made all sail to join you.

I have but to add in this little affair, my officers and ship's company behaved entirely to my satisfaction; and I feel much indebted to my first lieutenant, Gardner, second lieutenant, Grace, and Mr. Reneau, master's-mate, commanding the boats, for the handsome manner in which they ran alongside the enemy.

Lieutenant Taylor, of the marines, and Mr. Brickwood, purser, being the only officers on board, were of the greatest use, the former commanding the main-deck, the latter the quarter-deck guns.

I have the honour to be, &c.

To Captain William Ferris, of

C. RICHARDSON, Captain.

H. M. S. *Dianna*.

P.S. Inclosed is the surgeon's list of the wounded.

List of Wounded on board H. M. S. Semiramis, on the 25th August, 1811, in Action with the French National Brig Pluvier, and Batteries off Royan.

Mr. Thomas Gardner, lieutenant; Robert Annesley, captain's coxswain; Archibald M'Erving, ordinary seaman.

ALEX. COCKBURN, Surgeon.

A List of Vessels captured and destroyed by H. Ms. S. Diana and Semiramis, William Ferris and Charles Richardson, Esqrs. Captains, August 25th, 1811.

French national brig, *le Pluvier*, of 16 guns and 136 men, from Bourdeaux; burnt.

French national brig *le Teazer*, of 14 guns and 85 men, from Rochfort, with convoy; taken.

French galliot transport, *le Mutet*, of 8 swivels and 42 men, from Rochfort, bound to Bourdeaux, laden with ship timber; taken.

French chasse-marée, *la Jeune Emelie*, of 8 men, from Blygh, bound to l'Orient, laden with rosin; taken.

French sloop, *Fille Unique*, of 3 men, from Bourdeaux bound to Rochelle, laden with wood and tiles; taken.

French vessel, *la Generosité*, of 5 men, from Rochfort, bound to Bourdeaux, laden with wine and soap; taken.

French sloop, *Marie Anne*, of 4 men, from le Bourne, bound to Oleron, in ballast; taken.

N.B. The *Marie Anne* has on board the cargoes of *la Jeune Emelie* and *la Generosité*.

WILLIAM FERRIS, Captain.

SEPTEMBER 14.

Copy of a Letter from the Honourable Captain Percy, of His Majesty's Ship Hotspur, addressed to Captain Malcolm, of the Royal Oak, and transmitted by Admiral Sir Roger Curtis, to John Wilson Croker, Esq.

*His Majesty's Ship Hotspur, off Cherbourg,
September 9, 1811.*

SIR,

In obedience to your order of yesterday, I joined the *Barbadoes* and

Goshawke, off Calvados, and deeming the destruction of the enemy's force (consisting of seven brigs, mounting three 24-pounders and a mortar each, and manned with 75 men) practicable, particularly as my pilot assured me that he could take the ship within pistol-shot without any risk, I immediately proceeded to attack them at six P.M. when, within less than half gun-shot, the ship unfortunately grounded, which prevented their complete destruction: I, however, succeeded in sinking one and driving two on shore; the Barbadoes had driven one on shore the day before, but having her broadside to us, she kept up as heavy a fire as the others.

From the Hotspur being aground for four hours, and the whole of the enemy's fire from the brigs, battery, and field-pieces being directed upon her, I am sorry to say that we have lost, in the performance of this service, two midshipmen and three seamen killed, and twenty-two seamen and marines wounded, and have also received considerable damage in our hull, masts, and rigging.

Captains Rushworth and Lilburn rendered me every service in their power, with boats, hawsers, &c. but, from our situation, they could not succeed in drawing the enemy's fire from the Hotspur.

I cannot find words sufficiently strong to express my approbation of the conduct of every officer and man in H. M. S. under my command; their steady and active conduct, under a heavy raking fire for three hours, is deserving the highest praise.

I have the honour to be, &c.

Captain Malcolm, H. M. S. Royal Oak,
senior Officer, &c.

JOSELINE PERCY.

A List of Killed on board H. M. S. Hotspur, in Action with the Enemy, on the Night of the 8th of September, 1811.

Mr. William Smith, midshipman; Mr. Alexander Hay, midshipman; John Strong, main-top; Isaac Nelthorpe, waist; John Porter, boy.

JOSELINE PERCY.

A List of Men who were wounded on board H. M. S. Hotspur, Captain the Hon. Josceline Percy, on the Evening of the 8th September, 1811.

Robert Milk, private marine; Thomas Kirby, private marine; William Riley, ordinary seaman; James Acari, able seaman; John Adamson, landman; Richard Braithwaite, yeoman of the powder-room; Thomas May, able seaman; John Fernandez, ordinary seaman; Thomas Fordham, rope-maker; William Larre, landman; Alexander Baxter, ordinary seaman; James Payne, able seaman; Gabriel Tooke, landman; Edward Lennox, yeoman of the sheets; William Stapleton, landman; John King, boatswain's mate; William Maunders, ordinary seaman; James Powers, landman; William Thompson, able seaman; Isaac Webster, private marine; Thomas Tyrrell, quarter-gunner; Michael Burch, ordinary seaman.

J. EVANS, Surgeon.

Promotions and Appointments.

DOWNING-STREET, SEPT. 10.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to appoint Lieutenant-general Sir G. Prevost, Bart. to be Captain-general and Governor-in-chief, in and over the provinces of Upper and Lower Canada, New Brunswick, Nova Scotia, the Islands of Prince Edward and of Cape Breton; and to be Commander of H. M.'s forces in the Islands of St. John, Newfoundland, and the Bermudas.

Sept. 11.—Mr. T. Locke, and Mr. J. Thackray, have been elected Wardens of the Trinity-house at Hull; and Mr. W. Collinson, jun. with Mr. W. Jackson, Stewards, for the ensuing year.

Captains, &c. appointed.

Captain ——— Davis is appointed to the Albacore; Hon. Edward Rodney, to the *Africaine*; S. H. Inglefield, to the Malta, as flag-captain to Rear-admiral Hallowell; ——— Joyce, *pro tempore*, to the Manille; Temple Hardy to the *Switsure*; Charles Chamberlayne to the *Unité*; ——— Larcom to be commissioner of the navy at Malta; Arden Adderley to the *Crocus*; H. W. Bayntun to the Royal Sovereign yacht; John Maples to the *Atina*; Lord Colville to the Queen; Edward Brasier to the *Insolent*; J. White to the Princess Charlotte of Wales West-India packet; Sir Edward Berry to the *Sceptre*; S. Ballard to be Pay-comptroller at Portsmouth.

Joseph George, Esq. to be secretary to Sir Samuel Hood.

Lieutenants, &c. appointed.

J. Wooley to the *Boyne*; M. Sweney to the *Elephant*; G. Mills to the *Dominica*; Owen Owen to the Island of Anholt; John Campbell (3) to the *Tigre*; William Harthwaite to ditto; John Moffatt to the *Zephyr*; Thomas Hills to the *Leyden*; J. W. Jones to the *Tigre*; R. Mainwaring and ——— Steele to the *Ménelaus*; Jeremiah Browne to command the *Sylvia* cutter; W. Andrews to the *Africaine*; W. Savage to the Barbadoes; George Goose to the *Gannett*; H. Stewart and W. Ross to the *Niger*; Robert Todd to the *Freija*; ——— Stevenson, to command the *Gladiator* R.S.; ——— Mercer to the *Hermes*; W. P. Croke to the *Royal William*; George Beasley to the *Abercrombie*; Edward Medley to the *Edinburgh*; Charles Haultair to the *St. Josef*; Charles Rich to the *Ville de Paris*; Michael Quarry to the *Berwick*; Matthew Forster to the *Mermaid*; John Sandys to the *Volage*; William Mitten and James Niven to the *Maguet*; William Case, Robert Campbell, Charles Biddulph, John C. Tucker, and John E. Wallcott, to the *Minden*; B. Mansell to the *Helder*; John Drake to the *Northumberland*; John Roach to the *Redpole*; Thomas Pickernell to the *Stromboli*; Robert Dwyer and John Richards to the *Princess Caroline*; William Eldridge to the *Leonidas*; Colin Campbell to the *Cerden*; John Reeve to the *Mars*; William Boxer to the *Elephant*; Edward Davis to the *Tremendous*; William Dawes to the *Hannibal*; John Russell to the *Mars*; ——— M'Dougall to the British Fair hired cutter; ——— Knight and ——— Blackler to the rank of masters and commanders; J. Wilkie to the *Ardent*; John Taylor (1) to the *Royal Oak*; T. Major to the *North Star*; H. Stewart to the *Tigre*; Robert M'Coy to the *Switsure*; Charles Harvey to the *Pique*; William Jones (3) to ditto; Samuel Strong to the *Dispatch*; Richard Stuart to the *Audacious*; Charles Lechmere to the *St. Josef*; James Thompson to the *Apelles*; Alexander M'Kenzie to the *Dispatch*; John Molesworth to the *America*; William Walford to the *Skylark*; John A. Moore to the *Sheldrake*; George M'Pherson to the *Egmont*; John Fuclay to the *Boyne*; William Fosse to the *Tigre*; Mark H. Sweney to the *Elephant*; William Robertson (2) to the *Sarpedon*; E. Steele to the *Ménelaus*.

First Lieutenants Defford, Craig, J. Williams, and William Ravenscroft, to companies of the Royal Marines.

Messrs. Cole, Hart, Hunt, Shardon, Carr, Pearson, Conder, and Storer, have passed for Lieutenants at Portsmouth.

Mr. Taylor to be a cadet of the Madras Hospital.

Mr. Wellington, assistant at Plymouth-yard, to be master-shipwright at Madras.

Mr. John Weeks to be Assistant-master builder at Plymouth-yard.

Masters; &c. appointed.

R. E. Pyne to the *Cleopatra*; **Edmund Ives** to the Diligent store-ship; **Thomas Hoskins** to the *Weymouth* ditto; **John Gritton** to the *Freija*; **J. T. Crout** to the *Diadem*; **William Milne** to be superintending master at Sheerness; **William Randall** to the *Sampson*; **Lewis John** to the *Fijen*; **John Stanning** to the *Queen*; **John Kickley** to the *Sheldrake*; **William Moore** to the *Helder*; **Thomas Edmonds** to be superintending-master at Portsmouth; **Thomas Presco** to the *Zephyr*; **George Sedley** first master to the Channel fleet; **Thomas Rutherford** to the *Menelaus*; **James Cunningham** to the *Argo*; **Thomas Jay** to the *Spitfire*; **Allan Lamb** to the *Leopard*; **William Gibbs** to the *Echo*; **John Bryan** to the *Monmouth*.

List of Midshipmen passed in the last Month.

Sheerness.—**Hon. E. Temple**, **Edward Loveday**, **George Burt**, **Charles Heal**, **Augustus Woodward**, **William H. Dodd**, **John Smith**, **John Gorniau**, **Robert Kingston**, **Charles Hulford**, **Frederick Phillips**.

Portsmouth.—**George Pearson**, **Thomas Strover**, **William H. Hart**, **G. B. Skardon**, **Charles Crole**, **Thomas Hunt**, **Morrice Cawen**, **John H. Carr**.

Plymouth.—**Hon. John Gordon**, **William Mayott**, **John Lithgow**, **John T. Shortland**, **J. F. Dawson**, **Charles Hopkins**, **Thomas J. Manning**.

Surgeons.

William Smyttan to the *Medusa*; **Edmund James** to the *Hyæna*; **John Enright** to the *Freija*; **W. L. Kidd** to the *Pelorus*; **J. E. Gray** to the *Gluckstadt*; **George Roe** to the *Castilian*; **William Holden** to the *Suffolk*; **James Browne** to the *Fylla*; **James Lowry** to the *Leyden*; **Richard Daly** to the *Kron Princescen*; **Charles Miller** to the *Spider*; **Edmund James** from the *Hyæna* to the *Tweed*; **H. B. Mithoff** to the *Stromboli* bomb; **S. H. Jones** to the *Insolent sloop*; **J. P. O'Berne** to act in the *Oiseau P.S.*

Assistant Surgeons.

James Thomson to the *Alban* cutter; **Richard Edwards** to the *Rebuff*; **Hugh Mullhollan** to the *Belle Poule*; **E. A. Smith** to the *Bellona*; **James R. Scott** to the *Gladiator*; **William Hogg** to the *Pique*; **S. H. Wolley** to be an hospital-mate at Deal; **James Scott**, hospital mate at Yarmouth; **Hugh O'Neale** to the *Rhin*; **William Culeu**, supernumerary to the *East Indies*; **William Bell** to the *Queen*.

BIRTHS.

August 21, at Windsor, **Mrs. King**, wife of Captain William King, R.N. of a still born child.

The lady of **G. Booth**, Esq. of H.M.S. *Caledonia*, of a daughter.

The lady of Captain **J. Blanchard**, of the Hon. E. I. Company's ship *James Sibbald*, of a son.

Sept. 6, the lady of Captain **Halkett**, R.N. of a daughter.

Sept. 13, at Farcham, the lady of Captain **Loring**, of H.M.S. *Niobe*, of a son.

MARRIAGES.

Admiral Ingram, of Burton, Dorsetshire, to **Elizabeth Ann**, daughter of the late **Mr. Booth**, of Bristol.

John Charlton, Esq. of Brooke-house, near Stourton, Wilts, to **Miss Ann Grindall**, sister of Vice-admiral **Richard Grindall**.

At Stoke, Mr. William Canaway, quarterman of the caulkers in H.M. dock-yard at Portsmouth, to Miss Cox, of Portsea.

August 20, at Plympton, Capt. Forster, R.N. to Miss Weekes, of Plympton.

August 27, Captain Henry Lambert, R.N. to Caroline, second daughter of Nicholas Hall, Esq. of Truleigh, Hants.

Same day, the Hon. Captain Bennett, R.N. youngest son of the Earl of Tankerville, to Miss Conyers, daughter of John Conyers, Esq. of Copped-hall, Essex.

Same day, at Stoke, Mr. John Coker, quarterman of the caulkers in H.M. dock-yard at Portsmouth, to Miss C. Parsons, of Warsash.

August 28, at Plymouth, Lieutenant Barnard, R.N. to Miss Parkins, of Stonehouse.

Same day, at Jersey, Captain Martin White, of H.M.S. Vulture, to Miss Egan.

Same day, the Rev. J. Grover, of Rainham, to Harriet, second daughter of Captain Dickinson, R.N. of Bramblebury house, near Woolwich.

August 29, at St. Peter's, Colchester, John Burnaby Lloyd, Esq. late R.N. to Miss Storry, only daughter of the Rev. Robert Storry, vicar of that parish.

August 31, at Hamble, Hants, Captain Lumley, of H.M.S. Crocodile, to Miss Grace Mary Douglas, youngest daughter of Vice-admiral Douglas.

Sept. 3, at Southwick, Thomas Grant, Esq. clerk of the cheque of H.M. dock-yard Portsmouth, to Miss Rooke, of Salisbury.

Sept. 18, at Draxford, Captain Volant Vashon Ballard, R.N. to Arabella Sarah, eldest daughter of James Crabb, Esq. of Shidfield-lodge, Hants.

OBITUARY.

Lately, at Rio Janeiro, Mr. Cunningham, boatswain H.M.S. Foudroyant, by the bursting of a blood-vessel.

At Eccleshall-castle, the Hon. Mrs. Cornwallis, wife of the Bishop of Lichfield, sister-in-law to Admiral Cornwallis, and sister of Sir Horace Mann, Bart.

At Ensham-house, Dorset, Edmund Bower, Esq. of Hanover-house, Walcot. Mr. B. had entered early in life into the royal navy, and was one of the oldest lieutenants, having, at the siege of Quebec, received a severe wound, which incapacitated him from further service.

Suddenly, Mr. Jones, boatswain of H.M.S. Pitt, building at Portsmouth.

Suddenly, Lieutenant Allen, Governor of the Naval Knight's Establishment at Windsor.

July 29, at Upwood, Huntingdonshire, Lady Bickerton, relict of the late Admiral Sir Richard Bickerton, and mother of the present Admiral Sir Richard Bickerton, one of the lords of the admiralty.

August 22, at the house of her brother, Mr. Leonard, in Chapel-court, Golden-square, Mrs. Earle, wife of Mr. Arthur Earle, R.N.

August 30, at his late residence, Hyde-house, Edmonton, in the 77th year of his age, John Crickitt, Esq. of Doctors' Commons, and Marshal of the High Court of Admiralty of England.

Paris, Sept. 4.—The funeral of Count de Bougainville took place this day. Detachments of the garrison of Paris accompanied the procession, which was very numerous. His remains were deposited at the church of St. Genevieve. The name of this navigator stands thus recorded in Latin, as a foreign member in the list of our Royal Society:—D. Ludov. Anton. Bougainville. *Inst. Sc. Paris. Soc.*

Sept. 6, in Nottingham place, Harriet Emma, the lady of General Richardson, and youngest daughter of the late Admiral Sir William Burnaby, Bart.

Sept. 12, in Haslar hospital, Isaac Pemberton, surgeon of H.M. prison ship Kron Princessen.



JAMES. RICHARD. DACRES. ESQ^R.

Vice Admiral of the Red Squadron.

BIOGRAPHICAL MEMOIR

OF THE LATE

JAMES RICHARD DACRES, ESQ.

VICE-ADMIRAL OF THE RED SQUADRON.

“ Life is a voyage, in the progress of which we are perpetually changing our scenes : we first leave childhood behind us, then youth, then the years of ripened manhood, then the better and more pleasant part of old age.”——SENECA.

THE Dacres family appear to have settled at Leatherhead, in the county of Surrey, about the close of the sixteenth century.

James Richard Dacres, the subject of the present biographical memoir, was the eldest son of Richard Dacres, Esq. secretary to the garrison of Gibraltar, by Mary, daughter of William Bate-man, Esq. of Bury St. Edmund's, in the county of Suffolk.

He was born at Gibraltar, in the month of February, 1749; and he entered the naval service, in the *Active*, Captain Herbert Sawyer, early in the year 1762. The commencement of his career was extremely fortunate; as, in the month of May, the *Active*, in company with the *Favourite*, sloop of war, Captain Pownall, captured the *Hermione*, a very rich Spanish register ship.*

* This was at the breaking out of the Spanish war, when several valuable prizes fell into the hands of the English. One of our cruisers took a ship from Barcelona, with 100,000 dollars on board; but the *Active* and *Favourite* were still more fortunate. Being on a cruise off Cadiz, they, on the 21st of May, fell in with, and captured, without resistance, the *Hermione*, a large register ship, from Lima. She was the richest prize made during the war; the nett proceeds of her cargo, when all charges had been paid, amounting to 519,705*l.* 10*s.* which was distributed in the following manner:—

| | <i>£.</i> | <i>s.</i> | <i>d.</i> |
|--------------------------------------|-----------|-----------|-----------|
| To the Admiral* and Commodore† | 64,963 | 3 | 9 |
| <i>The Active's Share.</i> | | | |
| To the Captain..... | 65,053 | 3 | 9 |

* Sir Charles Saunders; for whose memoir and portrait, *vide* N. C. VIII. 1.

† Sir Piercy Brett.

From the *Active*, Mr. Dacres was removed into the *Æolus*, Captain (now Admiral Lord) Hotham. Whilst in this ship, he saw much active, though desultory service; as the *Æolus*, which was chiefly employed as a cruiser in the Channel, and off the coasts of France and Spain, captured a number of privateers, and other vessels.*

Mr. Dacres next served in the Thames frigate, Captain Eliot;†

| | £. | s. | d. |
|---|---------|----|----|
| To three Commissioned Officers, at 13,004 <i>l.</i> 14 <i>s.</i> 1 <i>d.</i> each | 39,014 | 2 | 3 |
| To eight warrant officers, at 4,336 <i>l.</i> 3 <i>s.</i> 2 <i>d.</i> each | 34,689 | 5 | 4 |
| To twenty petty officers, at 1,806 <i>l.</i> 10 <i>s.</i> 10 <i>d.</i> each | 36,130 | 17 | 8 |
| To 150 seamen and marines, at 485 <i>l.</i> 5 <i>s.</i> 4 <i>d.</i> each | 76,132 | 13 | 0 |
| Total <i>Active's</i> share | 251,020 | 12 | 0 |

Favourite's Share.

| | | | |
|---|---------|----|---|
| To the Captain | 64,872 | 13 | 9 |
| To two commissioned officers, at 12,974 <i>l.</i> 10 <i>s.</i> 9 <i>d.</i> each | 25,949 | 1 | 6 |
| To seven warrant officers, at 4,324 <i>l.</i> 10 <i>s.</i> 11 <i>d.</i> each | 30,273 | 8 | 5 |
| To sixteen petty officers, at 1,802 <i>l.</i> 0 <i>s.</i> 4 <i>d.</i> each | 28,832 | 6 | 3 |
| To 110 seamen and marines, at 484 <i>l.</i> 2 <i>s.</i> 5 <i>d.</i> each | 53,253 | 14 | 4 |
| Total <i>Favourite's</i> share | 203,181 | 4 | 3 |

The *Active* being entitled to the whole of the bounty money, makes the difference in the shares between the ships.

The treasure was conveyed from Portsmouth to London, in twenty waggons, decorated with the British colours flying over those of Spain, and escorted by a party of sailors. At Hyde-Park corner, they were met by a troop of light horse; and they proceeded through the city, amidst the acclamations of the people, to the Tower.

* *Vide* memoir of Admiral Lord Hotham, N. C. IX. 342.

† John Eliot, "the brother of Edward, Lord Eliot, so created January 30, 1784, was promoted from the rank of lieutenant to be commander of the *Hawke* sloop of war, in 1759. Otherwise he is not known to us till his appointment to be captain of the *Gosport*, on the 25th of April, 1760. He remained in the ship last mentioned till towards the end of the year 1761, and was then, we believe, appointed to the Thames frigate, of which he continued captain till after the conclusion of the war. He was then promoted to the *Prince of Orange*, a sixty-gun ship, stationed as a guard-ship at Chatham, and remained there during the usually allotted period of three years. At the end of the year 1766, he was appointed governor of West Florida, and died, holding that honourable trust, on the 12th of June, 1769."—CHARNOCK'S *Biographia Navalis*, Vol. VI page 391.

and, from the Thames, he removed into the Jersey, bearing the broad pendant of Commodore Spry,* as commander-in-chief in the Mediterranean. By Commodore Spry, he was made lieutenant in the Montreal frigate, of 32 guns, at that time commanded

* Sir Richard Spry, Knt.—In 1744, this officer commanded the Comet bomb-ketch; and, on the 23d of September, 1745, he was made captain of the Chester, of 50 guns; a command in which he continued, till 1750, or perhaps later. In 1747, he went to the East Indies, with Admiral Boscawen, who then proceeded on the expedition against Pondicherry. In 1754, after his return to England, he was appointed to the Gibraltar, of 20 guns; before the conclusion of that year, he sailed for America, with Commodore Keppel; and, in the month of March following, he was sent home with intelligence of the safe arrival of the convoy, and the general state of affairs in that country. He was immediately promoted to the Fougex, of 64 guns, and ordered again for America, with Admiral Boscawen's squadron. During the winter, he was left commanding officer of a small squadron at Halifax, stationed there for the purpose of watching Louisbourg, and the movements of the French in that quarter. That port was, consequently, much streightened, and a number of important prizes was taken; particularly three valuable transports, with stores, provisions, and ammunition, and the Arc-en-ciel, a ship of 50 guns.—He was afterwards appointed to the Orford: in 1757, he served on the same station, under Admiral Holburne; and, in 1758, under Admiral Boscawen, who effected the complete reduction of Louisbourg. He continued in the Orford, during the remainder of the war, but without any farther opportunity of distinguishing himself. In 1760, he commanded one of the small squadrons stationed in rotation off the coast of France, to watch the motions of those ships which had escaped at the defeat of Conflans; and, on the 16th of March, 1761, in consequence of his vigilance on that service, he was introduced to his Majesty, at St. James's. His employment, during the years 1761, and 1762, was of a similar nature. After the conclusion of the war, in 1763, he was made captain of the Pubbs yacht; and, in June, 1766, he was appointed commodore and commander-in-chief of the small squadron stationed in the Mediterranean, having his broad pendant on board the Jersey. He continued on that station, very uninterestingly employed, till the end of the year 1769, when he sailed for England, and arrived at Portsmouth on the 8th of November, with a considerable quantity of specie on board, as remittances from merchants, &c.—On the 18th of October, 1770, he was made rear-admiral of the blue squadron; and, on the 24th of the same month, rear-admiral of the white. In 1772, he was appointed to the command of a small squadron, equipped for service in consequence of the increased armaments of France and Spain. In 1776, he held a command in the fleet, which, in the month of June, was reviewed by the King, at Portsmouth. On that occasion, he, on the 24th of the same month, received the honour of knighthood; and afterwards, in com-

by Captain Cosby.* In this ship he remained till the year 1771, when Captain Cosby, having been upwards of three years in the Mediterranean, returned to England.

At the commencement of the American war, Mr. Dacres was appointed second lieutenant of the *Blonde*, Captain P. Pownall, in which he proceeded to Quebec. After his arrival there, he obtained the command of the *Carleton* schooner;† and, in the two

mon with the other flag-officers and captains of the fleet, he received his Majesty's most gracious thanks for his assiduity and attentions. On the 31st of March, 1775, he was made rear-admiral of the red; a promotion which he did not long enjoy, as he died at his seat in Cornwall, on the 1st of December following.

"This gentleman (says CHARNOCK, Vol. V. page 416) possessed, in a very remarkable degree, a singular, though, on some occasion, rather disagreeable turn of humour: he was extremely fond of persuading those, who were credulous enough to confide in him, to the belief of stories so romantic, as to excite universal laughter at the recital of them; and, to increase the ridicule against those whom he so strangely imposed upon, he always, when called upon to justify his account, was accustomed to deny, not only that he ever had related such circumstances, but that he had never even heard of them; and that the person who quoted him must be mistaken. The ridiculous temporary effect produced by this conduct, which certainly was never intended as any other than an innocent jest, though probably of rather too serious a kind, can better be conceived than described."

Alluding to this strange propensity, CHARNOCK subjoins the following anecdote of Sir Richard, in a note:—

"He persuaded a lady, who is still living, (1797) and is, according to the public opinion, very justly ranked in the first class, as a woman of high judgment, sense, and understanding, that he had seen a seaman hold the end of a large ball of packthread in one hand, and with the other throw the ball itself perpendicularly into the air, with so much force, that the whole of it should unroll. The conclusion of the story was consonant to that trait in his character, which we have above described."

* Phillips Cosby, Esq. afterwards admiral of the red squadron.—For the memoir and portrait of this officer, *vide* N. C. XIV. 353.

† We have been informed, that Lieutenant Dacres was appointed to the *Marina* schooner, and that Sir Edward Pellew served under him in that vessel; but this appears to be a mistake, as it is evident, from the Gazette account of the British naval force employed upon Lake Champlain, that it was the *Carleton* which he commanded. Our informant adds, what no one will doubt, that Sir Edward Pellew behaved with his accustomed gallantry upon this occasion. The probability is, that Sir Edward, as well as lieutenants

memorable actions on Lake Champlain, in 1776, he so eminently distinguished himself, that General Carleton and Captain Douglas sent him home with their despatches, recommending him to the notice of government, in the handsomest terms.

It was on the 11th of October, that the following squadron, under the command of Captain Pringle, attacked that of the Americans, which was drawn up in an advanced position, to defend the passage between the island of Valicour and the main :—

“ A List of his Majesty’s Naval Force on Lake Champlain.

“ Ship Inflexible, Lieutenant Schanck, 18 twelve-pounders.

“ Schooner Maria, Lieutenant Starke, 14 six-pounders.

“ Schooner Carleton, Lieutenant Dacres, 12 six-pounders.

“ Radeau Thunderer, Lieutenant Scott, 6 twenty-four, 6 twelve-pounders, 2 howitzers.

“ Gondola Loyal Convert, Lieutenant Longcroft, 7 nine-pounders.

“ Twenty gun-boats, each a brass field-piece, some twenty-fours to nines, some with howitzers.

“ Four long-boats, with each a carriage gun, serving as armed tenders.

“ Twenty-four long-boats, with provisions.”

The enemy being to windward, the larger vessels could not be worked up, to support the Carleton and the gun-boats, which maintained a warm action for several hours, in which the enemy had their largest schooner burnt, and a gondola sunk. At night, Captain Pringle called off the vessels engaged, and anchored his fleet in a line, to be ready for the attack the next morning; but General Arnold, who commanded the American squadron, being sensible of the inferiority of his force, availed himself of the darkness of the night, and withdrew towards Crown Point. At day-break, the enemy’s vessels were out of sight. Captain Pringle, however, went in pursuit; and, on the 13th, at noon, he came up with them a few leagues from Crown Point. Another action ensued, and continued with great obstinacy for two hours, when the enemy dispersed, and fled in every direction. The Washington galley, with General Waterburgh on board, was taken; the Congress galley, (in which was General Arnold) with five others,

nant Dacres, served in the Carleton, and that the error is merely in the name of the ship.—A memoir of Sir E. Pellew’s services is given in our XVIIIth Volume, page 441, *et seq.*

ran on shore, and were burnt by their own crews, who escaped into the woods; and four or five other vessels effected their escape to Ticonderoga.

To this brief summary, we subjoin the official details. They are too interesting in themselves, and reflect too much credit upon Lieutenant Dacres, to require any apology for their insertion.—The following is General Carleton's despatch:—

"MY LORD,

"*Maria, off Crown Point, Oct. 14, 1776.*

"The rebel fleet upon Lake Champlain has been entirely defeated in two actions; the first on the 11th instant, between the island of Valicour and the Main; and the second on the 13th, within a few leagues of Crown Point.

"We have taken Mr. Waterburgh, the second in command, one of their brigadier-generals, with two of their vessels, and ten others, have been burnt and destroyed; only three of fifteen sail, a list of which I transmit, having escaped. For further particulars, I refer your lordship to Lieutenant Dacres, who will be the bearer of this letter, and had a share in both actions, particularly the first, *where his gallant behaviour in the Carleton schooner, which he commanded, distinguished him so much as to merit great commendation; and I beg to recommend him to your lordship's notice and favour.* At the same time I cannot omit taking notice to your lordship, of the good service done, in the first action, by the spirited conduct of a number of officers and men of the corps of artillery, who served the gun-boats, which, together with the Carleton, sustained, for many hours, the whole fire of the enemy's fleet, the rest of our vessels not being able to work up near enough to join effectually in the engagement.

"The rebels, upon the news reaching them of the defeat of their naval force, set fire to all the buildings and houses in and near Crown Point, and retired to Ticonderoga.

"The season is so far advanced, that I cannot yet pretend to inform your lordship whether any thing farther can be done this year.

"I am, &c.

"GUY CARLETON."

"*List of the Rebels' vessels on Lake Champlain, before their defeat.*

"*Schooners.*—Royal Savage, 8 six-pounders, and 4 four-pounders.—Went on shore, was set fire to, and blown up. Revenge, 4 six-pounders, and 4 four-pounders.—Escaped. Another, 8 four-pounders.—Sent from their fleet for provisions.

"*Row Gallies.*—Congress, 2 eighteen-pounders in the bow, 2 twelve and 2 two-pounders in the stern; and 6 six-pounders in the sides.—Blew up. Washington, same force.—Taken Trumble, ditto.—Escaped.

"*Gondolas.*—Boston, 1 eighteen-pounder in the bow, 2 twelve-pounders

in the sides.—Sunk. Jersey, ditto.—Taken. One, name unknown, same force.—Run on shore. Five, ditto, ditto.—Blown up.

“A sloop, 10-pounders.—Escaped.

“The Lee, a cutter, 1 nine-pounder in the bow, 1 twelve-pounder in the stern, and 4 six-pounders in the sides.—Run into a bay, and not known whether destroyed.

“A galley, said to be of greater force than those mentioned above.—Fitting out at Ticonderoga.

“G. C.”

The succeeding, which appeared in the same Gazette (November 23, 1776, the day on which Lieutenant Dacres arrived in London) is a

“*Copy of a Letter from Captain Douglas, of the Isis, to Mr. Stephens, dated at Quebec, October 21, 1776.*

“Having, for the space of six weeks, attended the naval equipment for the important expedition on Lake Champlain, I, on the 4th instant, saw, with unspeakable joy, the re-constructed ship, now called the Inflexible, and commanded by Lieutenant Schanck, her rebuildier, sail from St. John's, twenty-eight days after her keel was laid, taking in her 18 twelve-pounders beyond the shoal which is on this side the Isle aux Noix, in her way up.

“The prodigies of labour which have been effected since the rebels were driven out of Canada, in creating, recreating, and equipping, a fleet of above thirty fighting vessels, of different sorts and sizes, and all carrying cannon, since the beginning of July, together with the transporting over land, and afterwards dragging up the two Rapids of St. Terese and St. John's, thirty long-boats, the flat-bottomed boats, a gondola weighing about thirty tons, and above four hundred battoes, almost exceed belief. His Excellency, the commander-in-chief of the army, and all the other generals, are of the opinion, that the sailors of his Majesty's ships and transports have (far beyond the limits of their duty) exerted themselves to the utmost, on this great and toilsome occasion; nor has a man of that profession uttered a single word expressive of discontent, amidst all the hardships they have undergone; so truly patriotic are the motives by which they are actuated.—To crown the whole, above two hundred prime scamen of the transports, impelled by a due sense of their country's wrongs, did most generously engage themselves to serve in our armed vessels during the expedition, and embarked accordingly. Such having then been our unremitting toils, I am happy beyond expression in hereby acquainting my Lords Commissioners of the Admiralty, that the destruction of almost the whole of the rebel fleet, in two several battles on the 11th and 13th instant, is our reward. I have received a letter from Captain Pringle, of the Lord Howe armed ship, who commands the officers and seamen on the Lake, and who bestows the highest encomiums on their behaviour in both engagements. The rebels did by no means believe it possible for us to

get upon Lake Champlain this year ; were much surprised at the first sight of the van of our force ; but ran into immediate and utter confusion the moment a three-masted ship made her appearance, being a phenomenon they never so much as dreamt of. Thus have his Majesty's faithful subjects, (contrary to a crude but prevailing idea) by straining every nerve in their country's cause, outdone them in working as much as in fighting. The ship Inflexible, with the Maria and Carleton schooners, all re-constructions, did the whole of the second day's business, the flat-bottomed radeau called the Thunderer, and the gondola called the Loyal Convert, with the gun-boats, not having been able to keep up with them. The said gondola was taken from the rebels the day the siege of Quebec was raised.—The loss we have sustained, considering the great superiority of the insurgents, is very small, consisting of between 30 and 40 men killed and wounded, seamen, soldiers, artillery-men, and all ; eight whereof were killed outright, and six wounded, on board the Carleton. As to farther particulars, I must refer you to Lieutenant Dacres, who, *in justice due to his merit, for the part he bore in destroying the rebel fleet*, I am happy in sending upon this occasion to their lordships, in the Stag transport, as also in thereby complying with the general's desire, who, for the same reason, is pleased to honour him with the conveyance of his despatches."

" Extract of a Letter from Captain Thomas Pringle.

" Upon the 11th I came up with the rebel fleet, commanded by Benedict Arnold : they were at anchor under the island Valicour, and formed a strong line, extending from the island to the west side of the Continent. The wind was so unfavourable, that for a considerable time nothing could be brought into action with them but the gun-boats ; the Carleton schooner, commanded by Mr. Dacres, (who brings their lordships this) by much perseverance at last got to their assistance ; but, as none of the other vessels of the fleet could then get up, I did not think it by any means advisable to continue so partial and unequal a combat ; consequently, with the approbation of his excellency, General Carleton, who did me the honour of being on board the Maria, I called off the Carleton and gun-boats, and brought the whole fleet to anchor in a line as near as possible to the rebels, that their retreat might be cut off ; which purpose was, however, frustrated by the extreme obscurity of the night ; and, in the morning, the rebels had got a considerable distance from us up the Lake.

" Upon the 13th I again saw eleven sail of their fleet making off to Crown Point, who, after a chase of seven hours, I came up with in the Maria, having the Carleton and Inflexible a small distance astern ; the rest of the fleet almost out of sight. The action began at twelve o'clock, and lasted two hours : at which time Arnold, in the Congress galley, and five gondolas, ran on shore, and were directly abandoned and blown up by the enemy ; a circumstance they were greatly favoured in, by the wind being off shore, and the narrowness of the Lake. The Washington galley struck during the action, and the rest made their escape to Ticonderoga.

" The killed and wounded in his Majesty's fleet, including the artillery

in the gun-boats, do not amount to forty; but, from every information I have yet got, the loss of the enemy must indeed be very considerable."

Immediately after his arrival in England, Lieutenant Dacres was made commander, in the Sylph; and, from the Sylph, he was removed into the Ceres sloop, of 18 guns, in which he went with Admiral Barrington to the Leeward Islands.*

Captain Dacres had been on that station but a short time, when, on a cruise off Barbadoes, in company with the Ariadne, of 20 guns, Captain Pringle, he gave chase to two American frigates. At noon, (March 9, 1778) the Ceres and Ariadne came up with one of the frigates, which struck, after a short resistance. She proved to be the Alfred, of 20 guns, and 180 men. Her consort which escaped, was the Raleigh, of 32 guns.

Towards the close of the year 1778, about the time of Admiral Barrington's gallant defence of St. Lucia,† Captain Dacres had the misfortune to be taken, by the Iphigenie, French frigate, of 36 guns, after a chase of forty-eight hours. At the time of his capture, he was endeavouring to save some transports, in which he had the satisfaction to succeed.—Admiral Barrington, in his despatch of January 6, 1779, after announcing the capture of the Ceres, says:—"I cannot help regretting the loss of this sloop, not only as she sailed remarkably well, but as Captain Dacres is an officer of infinite merit."

On his exchange, Captain Dacres was appointed (*acting*) by Admiral Byron, to the Sultan, of 74 guns. He afterwards commanded the Maidstone, of 28 guns, but was not confirmed in post rank, till the 13th of September, 1780, when he was appointed to the Perseus, of 20 guns; in which he served, on the Downs station, till nearly the end of the war. He was next appointed to the Orpheus, of 32 guns; and, at the peace of 1783, he exchanged into the Aurora, from which he was paid off.

* On the 23d of January, 1778, Mr. Barrington was promoted to the rank of rear-admiral of the white; when he hoisted his flag on board the Prince of Wales, of 74 guns; and proceeded to the West Indies.—A memoir and portrait of Admiral Barrington are given in our IVth Volume, page 168.

† N. C. IV. 181, 184.

On the commencement of the war with France, in 1793, Captain Dacres was appointed to the *Sceptre*, of 64 guns, in which he accompanied Lord Howe, on his first cruise.* Immediately afterwards, he went to the West Indies, and served under Commodore Ford, at the capture of Port-au-Prince, &c.†

* N. C. I. 18.—It was on the 14th of July, 1793, that Lord Howe sailed from Spithead, with the Channel fleet, to cruise off Brest, and in the Bay. During the cruise, the French fleet, consisting of eighteen sail of the line, and three frigates, was descried. Lord Howe chased them for some time; but, as they were considerably to windward, and close in upon their own coast, they were enabled to effect their escape into Brest.—On the 10th of August, the British fleet returned into the Channel, and anchored in Torbay.

† The subjoined is a list of the squadron which was employed under Commodore Ford, at the taking of Port-au-Prince, on the 4th of June, 1794:—

| <i>Ships.</i> | <i>Guns.</i> | <i>Commanders.</i> |
|---------------------|--------------|---|
| Europa | 50 | { John Ford, Esq. Commodore. Captain George Gregory. |
| Irresistible | 74 | —— John Henry. |
| Belliqueux | 60 | —— James Brine. |
| Sceptre | 64 | —— J. R. Dacres. |
| Penelope | 32 | —— B. S. Rowley. |
| Hermione | 32 | —— J. Hills. |
| Iphigenia | 32 | —— P. Sinclair. |
| Fly | 16 | —— T. Affleck. |
| Swan | 16 | —— Hugh Pigott. |
| Marie Antoinette .. | 10 | —— J. Perkins. |

As early as the 19th of September, 1793, at the intercession of the French royalists, Commodore Ford, in conjunction with Major-general Williamson, took possession of Jeremie, on the Island of St. Domingo; and, on the 23d, they also took possession of Cape Nichola Mole. On the latter day, the frigates of the squadron entered L'Islet and Flamande Bay, and captured ten sail of merchantmen, chiefly laden with coffee, indigo, cotton, and sugar.—At this time, Captain Dacres had not joined the squadron.

In the ensuing year, the campaign opened in this quarter, by the surrender, on terms of capitulation, to Commodore Ford and Lieutenant-colonel Whitelocke, of the parishes of Jean Rabel, St. Marc, Archayen, and Bocassin, on the north, and Leogane, on the south side of the Bight. On the 3d of February, the enemy's strong post, at Cape Tiberon, was taken, after a short resistance, in which three men were killed, and ten wounded, on the part of the British. About fifty of the enemy were killed; and the remainder, amounting to 600, retired to Aux Cayes, leaving behind them a considerable quantity of stores, artillery, and ammunition. Shortly after-

The Sceptre having lost a considerable number of her men, by the yellow fever, she was ordered home with the convoy; and,

wards, the post of L'Arul, six miles from Leogane, which was garrisoned by 600 men, was taken by storm by Colonel Whitelocke.—On the 30th of May, Commodore Ford, having collected his squadron in the road of l'Archaye, and embarked a large body of troops, with stores, artillery, &c. under Brigadier general Whyte, sailed to the attack of Port-au-Prince. On the same evening, the ships of war and transports anchored in their respective stations; and, on the following morning, every thing having been duly prepared for the commencement of operations, a flag of truce was despatched, to demand the surrender of the place. As the boat approached the harbour, the officer who bore the summons was informed that no flag of truce would be admitted. He consequently returned.—The naval and military commanders having concurred in opinion, that the possession of Fort Bizotten was an object of the first consideration, the necessary preparations were immediately made for attacking it. Accordingly, at half-past seven on the morning of the 1st of June, the *Belliqueux*, and the *Sceptre*, (Captain Dacres) got under weigh with the sea breeze, and were placed with great precision opposite to the fort, against which they instantly commenced a brisk and well-directed fire. At the same time, the *Penelope* frigate anchored close to the shore, to flank a ravine on the back of the fort; and the *Irresistible* and *Europa* kept under sail, to throw in a broadside, when opportunity might offer, and also to keep off a body of the enemy's horse, and some brigades which appeared disposed to check the landing of the troops. The intended debarkation at this point was completely effected by five o'clock in the evening, under the direction of Captain Affleck, of the *Fly* sloop. The fort returned the fire of the ships but slowly, and sometimes appeared quite silenced; yet the colours were kept flying, and a shot was now and then fired, till six in the evening, when a tremendous thunder storm, accompanied by a deluge of rain, entirely stopped the firing. At half-past eight, Captain Daniel, of the 41st regiment, with 60 men, stormed and carried the fort. In the assault, however, Captain Wallis, of the 22d regiment, and six men, were killed, and Captain Daniel, and three men, wounded.

Arrangements were now made for landing the whole of the troops, and to make a general attack upon the sea-batteries and heights which defended the town; but, on the evening of the 3d, some deserters came off to the *Europa*, and informed the commodore, that the commissioners, with the principal part of their force, had made their escape towards Aux Cayes, to avoid being surrounded by the British troops. This intelligence proved the means of saving the town and shipping; several merchant ships having been prepared, with combustibles, and moored in such a situation as to set fire to the whole.—On the morning of the 4th, the ships of war got under sail, and caused the British colours to be hoisted on the sea batteries; while the general landed with the troops, and took possession of the town

shortly after her arrival in England, Captain Dacres was removed from her, and appointed to the *Barfleur*, of 98 guns, in which he participated in the victory of Lord Bridport, on the 23d of June, 1795.*

At the close of the year, Vice-admiral Waldegrave (now Lord Radstock) hoisted his flag in the *Barfleur*; and Captain Dacres, retaining the command of that ship, proceeded with him to the Mediterranean. In the succeeding spring, the vice-admiral "received a joint commission from the commander-in-chief, Admiral Sir John Jervis, and Sir Gilbert Elliot, then Viceroy of Corsica, appointing him ambassador to the Court of Tunis. Vice-admiral Waldegrave, with five sail of the line, immediately proceeded to the Bay. This mission was of a peculiarly arduous and delicate nature; notwithstanding which, however, the vice-admiral executed it to the complete satisfaction of the commander-in-chief and the Viceroy. On the night previous to his quitting Tunis, Vice-admiral Waldegrave cut out of the bay the *Nemesis*, a twenty-

on the land side.—The loss sustained by the navy, at the attack of *Port-au Prince*, amounted to only five seamen killed, and sixteen wounded.—Forty-five merchant vessels, of various descriptions, were found in the harbour; comprising, in the aggregate, about 14,000 tons. Twenty-one of them were laden with indigo, sugar, and coffee.

* Of this engagement, it is here only necessary to mention, that, on the 22d of June, at dawn, the *Nymphé* and *Astræa*, the look-out frigates a-head, made the signal for seeing the enemy's fleet. Lord Bridport soon perceiving that it was not their intention to meet him in battle, made the signal for the *Sans Pareil*, the *Orion*, the *Russel*, and the *Colossus*, four of the best sailing ships, to chase, and he soon afterwards followed, with the whole fleet: The chase continued, with very little wind, all the day, and the succeeding night. Early in the morning of the 23d, the *Irresistible*, *Orion*, *Queen Charlotte*, *Russel*, *Colossus*, and *Sans Pareil*, were pretty well up with the enemy; a little before six o'clock, they began to engage, and continued till nine, when the *Alexander*, *le Tigre*, and *le Formidable*, struck. The rest of the enemy's fleet escaped, under shelter of the land, and of the batteries of *Port l'Orient*, where they anchored in the course of the day. The British had only 31 killed, and 113 wounded, in this action; but the French ships which were taken had between four and five hundred killed and wounded.—The thanks of Parliament were subsequently voted to the flag-officers, captains, &c. of the fleet engaged on this occasion.—For the details of the action, *vide* the respective memoirs of Lord Bridport, Admiral Donett, and Sir A. S. Douglas; N. C. I. 278; XV. 7, 9; and XXV. 363.

gun ship, a French corvette of 20 guns, and an armed vessel, and destroyed another. In this achievement, much praise was also due to that excellent officer, Captain J. Sutton, who directed the operations."*

We have made this brief quotation, simply for the purpose of pointing out the nature of the service in which Captain Dacres was, at this time, employed.

He was not engaged in any farther affair of importance, till the memorable 14th of February, 1797, when the Spanish fleet experienced a signal defeat, off Cape St. Vincent.† The *Barfleur*, on this occasion, had seven men wounded.

In the month of April following, Admiral Waldegrave returned to England in the *Flora*; and, about the same time, Captain Dacres removed into the *Foudroyant*, in which he remained, till, on the 14th of February, 1799, he was promoted to the rank of rear-admiral of the blue squadron. At the Union promotion of flag-officers, on the 1st of January, 1801, he was advanced another step, by being made rear-admiral of the white.

In 1801, he was employed, as second in command, at Plymouth; and, after the peace of Amiens, till the breaking out of the present war, he was commander-in-chief at the same port. He then hoisted his flag in the *Franchise*, and went to Jamaica, as second in command, under Sir J. T. Duckworth. This proved to be a very lucrative service, though presenting no particular opportunity of acquiring professional distinction. The number of vessels, taken by the British cruisers in the West Indies, at this time, was astonishing;‡ and the closeness with which it was necessary to blockade the respective harbours of St. Domingo,§ furnished full and active employment for the whole of the squadron.

* *Vide* memoir of Admiral Lord Radstock, N. C. X. 277.

† For the official details of this engagement, *vide* memoir of Earl St. Vincent, N. C. IV. 35; and, for other particulars, memoir of Lord Radstock, N. C. X. 278, *et seq.*

‡ *Vide* memoir of Sir J. T. Duckworth, N. C. XVIII. 16; also N. C. XI. 160, 250, &c.

§ For the proceedings, relating to St. Domingo, *vide* N. C. X. 333, 334, 335, and 499; XI. 60, 160, and from 242 to 250; and XVIII. 17.

On the 23d of April, 1804, Mr. Dacres was made rear-admiral of the red squadron ; and, in the spring of 1805, when Sir J. T. Duckworth returned to England, he succeeded that officer in the chief command at Jamaica, and retained it till the year 1809. Fortunately for him, as far as the capture of privateers, trading vessels, &c. was important, this station continued to be very productive.* It was under his auspices, too, that the well-planned and successful expedition against Curaçao took place, at the commencement of the year 1807.†

On the 9th of November, 1805, while commanding on the Jamaica station, he was promoted to the rank of vice-admiral of the white squadron ; and, on the 28th of April, 1808, he was advanced to the same rank in the red.

In 1809, labouring under the pressure of extreme ill health, Admiral Dacres solicited his recall, and was, in consequence, superseded by Admiral Rowley. He returned to England, but was not long destined to enjoy the comforts of home, as he died, about the 6th of January, 1810, worn out by length of service, and the baneful effects of a West India climate. If we were not misinformed, however, at the time, his death was accelerated by a fall from his horse.‡

HERALDRY.

Philip Dacres, of Leatherhead, in the county of Surrey, was buried at that place, in the year 1727. By Winifred Mitchell, his wife, he had issue, James, died young ; Philip, died unmarried ; John, married Miss Crommelin, by whom he had a son, and three daughters ; Richard, of whom hereafter ; Thomas, died unmarried, in the East Indies ; Theophilus, died unmarried ; Winifred, died young ; Frances, married Mr. Richard Wilkinson ; Anne, married Mr. Hollings ; Winifred, married William Evetts, M. D. ; Jane, married Mr. Frampton Lewis.

* *Vide* N. C. XIV. 161, 509 ; XV. 74 ; XVI. 78, 79, 83, 85, 86, 261 ; XVII. 162, 163, 254, 345, 349 ; XIX. 77, 156, 255, 256, 345, 346, 347, 429, 430, 510 ; XX. 153, 157.

† For the official particulars of the capture of Curaçao, *vide* N. C. XVII. 167 ; and, for their details, *vide* the respective memoirs of the late Captain Lydiard, Sir Charles Brisbane, and Captain Wood ; N. C. XIX. 449 ; XX. 98 ; and XXIV. 191.

‡ *Vide* N. C. XXIII. 88.

Richard Dacres, Esq. the fourth son of the afore-mentioned Philip and Winifred Dacres, was born in the year 1714, and died, at Gibraltar, on the 2d of October, 1765. He married Mary Bateman, daughter of William Bateman, of Bury St. Edmund's, in the county of Suffolk, Esq. by whom, who died December 24, 1799, he had issue, James Richard, the subject of the preceding memoir, born at Gibraltar, in February, 1749; John, born June 30, 1752, died at Totness, in 1789; Thomas, born in August, 1755, married Miss Amy Baynes, by whom he had a daughter, Mary, who died in 1794; William George, born July 14, 1758, a lieutenant-colonel in the army; Richard, born in September, 1764, a post captain in the navy, and Governor of the Naval Asylum, married, in 1788, Miss Martha Phillips Milligan, by whom he has several children; Winifred, died an infant; Mary, married Mr. Henry Compton, and died in 1779; Anna Maria, married William Adams, of Bowden, in the county of Devon, Esq. representative in several Parliaments, for Totness, in the said county, by whom, who died in September, 1811, she has issue several children; Jane, married George F. Wise, Esq. of Devonshire; and Lucy.

The late Vice-admiral James Richard Dacres, whose services are here recorded, married, in 1777, Eleanor Blandford, daughter and heiress of ——— Pearce, of Cambridge, Esq. by whom he had issue, Barrington, late captain of H. M. S. Vengeance, born June 27, 1778, died at Bath, of a decline; Eleanor, died an infant; Mary, married Major Charles Bevan, of the 28th regiment; Jemima; Eleanor; James Richard, captain of H. M. S. Guerrier; Matilda; Lucy; and Anne.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

GALLANT REPULSE OF A FRENCH PRIVATEER, BY A BRITISH MERCHANTMAN.

WE have great satisfaction in communicating the following gallant achievement to our readers. We trust the example it affords of successful resistance against capture, will be followed on every similar occasion:—

“ Three Sisters, off the Isle of Wight, September 18, 1811,

“ I have to acquaint you with a desperate engagement I have had with a French privateer, *le Fevre*, mounting 10 guns, six long sixes, and four 42-pound carronades, with swivels and small arms, manned with 58 men, out from Brest 14 days, in which time she captured the Friends schooner, from Lisbon, belonging to Plymouth, and a large sloop from Scilly, with 400 fish and sundries, for Falmouth. On the 11th, at nine P.M. we

observed her on the larboard bow ; we were then steering N.N.E. about 10 leagues from Scilly, and nearly calm.

“ I immediately set my royals, fore steering sails, and made all clear for action, at two A.M. when all my endeavours to escape were useless, she being within musket-shot. I addressed my crew, and represented the hardships they would undergo as prisoners, and the honour and happiness of being with their wives and families. This had the desired effect, and I immediately ordered the action to commence, and endeavoured to keep a good offing, but which he prevented by running alongside, and immediately attempted to board, with a machine I never before observed, which was three long ladders, with points at the end, that served to grapple us to them. They made three desperate attempts, with about 12 men at each ladder, but were received with such a determination, that they were all driven back with great slaughter, and formed a heap for the others to ascend with greater facility.

“ Finding us so desperate, they immediately, on their last charge failing, knocked off their ladders, one of which they were unable to unhook on our side, and left it with me, and sheered off ; but, I am sorry to say, without my being able to injure them, as they had shot away part of my rudder before they boarded me, and I am sorry to say, wounded several of my masts and yards, for it seemed to be their aim to carry away some of my masts, but which, happily, they did not effect. The most painful of my narrative is the loss of two men and a boy, killed, and four wounded, but the wounded are doing well. Our whole crew amounted, officers and men, to 26 men and four boys, and deserve the highest applause that can be bestowed on them. I arrived off here this afternoon, and as it is fine weather, I have no doubt of reaching London in safety, as I have but little damage in my hull.

“ I am, &c.

“ GEORGE THOMPSON.”

NAVAL ANTIQUITY.

X. Y. Z. wished to be informed when CÆSAR'S COCKLE-SHELL FLEET WAS BUILT. In looking in the ARCHIOLOGIA HOLOLOGY, to his amazement discovered, that at the SILICERNIUM of the ROMANS, held at Sheerness, in Kent, at the time of Charles the second, this formidable fleet was launched, (*Plymouth and Dock Telegraph.*)

NAVAL RECORDS.

SEVERAL thousand public documents, from the neglect of the persons who formerly filled the secretary's office, were suffered to remain in a state of confusion and decay in the Admiralty garrets. These, with the assistance of some active clerks selected for the occasion, the present secretary is said to have rescued from oblivion, and to have arranged in a regular and perspicuous manner, so that now, if occasion should require, reference may be made to the letter of any officer, on any given subject that might have been written two centuries back. The importance of arrange-

ment, where precedents are so requisite, and so often sought for with avidity by the Lords Commissioners of the Admiralty, is self-evident.

NAVAL LONGEVITY.

It is a singular fact, that the united ages of the ten first admirals on the list of our naval heroes, amount to eight hundred and fourteen years. This circumstance shews that *fighting*, if hazardous, is not a very *unhealthy* employment.

SIR SIDNEY SMITH.

The Lord Provost and Magistrates have unanimously voted the Freedom of the City of Edinburgh to Admiral Sir W. S. Smith.

Sir S. Smith dined, on the 22d of August, with the Lord Provost, Magistrates, Council, the Clergy, and a number of gentlemen, in Macewan's New Rooms, Royal Exchange. On the following day, Sir Sidney and other strangers, accompanied by several gentlemen belonging to the city, visited George Heriot's hospital. The grandeur of the building, the excellent management of the institution, exemplified in the clean and healthy appearance of the boys, attracted, in a particular manner, the attention of the admiral and the other visitants. After witnessing the embarkation of the 42d regiment, at Leith, Sir Sidney returned to town, and, in the afternoon dined with the Lord Provost, at his seat, View Forth, in company with a select party.

COTTON WOOL.

Return of the Quantity of Cotton Wool imported into Great Britain for the last Five Years ; distinguishing each Year.

| | |
|------------|-----------------|
| 1806 | 58,176,288 lbs. |
| 1807 | 74,925,306 |
| 1808 | 43,605,982 |
| 1809 | 92,812,282 |
| 1810 | 136,570,103 |
| | <hr/> |
| | 406,089,956 |

Account of the Quantity of Cotton Wool imported into Great Britain, during the last Six Years ; and from what parts of the World imported.

| | |
|------------------------|-----------------|
| Europe | 52,121,322 lbs. |
| United States | 207,410,922 |
| West Indies | 106,119,846 |
| Foreign Colonies | 49,906,013 |
| India | 45,793,953 |
| And other parts | 4,420,306 |
| | <hr/> |
| Total | 465,772,362 |

IRISH SIGNAL STATIONS.

PROPOSALS from competent Builders will be received at the Barrack Office, Dublin, for erecting and completing the buildings and enclosures intended at the following signal stations on or near the coasts of the county of Kerry. Also for making a road of communication to each from the nearest public road, according to plans, specifications, and instructions, to be seen at that office, and at the Office of the Barrack Master, in Kilarney, viz.

On Dursey Island, S.W. of the entrance of Kenmare River.

On a point of land called Achavour, at the entrance of Derrynane Bay, North of Kenmare River.

On Bolus Head, entrance of Ballinskellig's Bay.

On the neck of land forming the S.W. part of Ventry harbour, west of Dingle.

On the north side of Brandon Mountain, north of Dingle, and on one of the small islands in the entrance of Tralee Bay, called the Seven Hogs.

NAVAL-VICTUALLING.

THE Provision Contract has been taken by Messrs. Abram Atkins, Henry D'Esterre, Bogle French, Thomas Westropp, and Thomas Rowcroft and Co. The quantity is double that of last year; namely, 25,000 tierces of ox beef, and 20,000 tierces of pork. The Victualling Commissioners hold themselves at liberty to make further purchases.—The prices are understood to be lower than the magnitude of the supply warrants.

COMMODORE RODGERS.

THE American papers give the following account of this Commander in the Navy of the United States :—

Captain Rodgers entered the American navy in the year 1798, during the administration of Mr. Adams, then denominated the Federal Administration. He first sailed under the command of Captain Geddis, in the *Potapscoe*, a small sloop of war, as a sub-lieutenant. In the year 1798, he was promoted to master and commander of the *Baltimore* sloop of war, and made a cruise off the Leeward West India Islands. On his return to the United States, a court of inquiry was held upon him for unofficer-like conduct in striking one of his midshipmen. From the report of the court of inquiry, he was dismissed the service by the president, and was not again called into service until the war between the United States and the Bey of Tripoli, when he got the command of the *John Adams*, now a sloop of war, but originally built for a frigate; she sails badly. He afterwards commanded the frigates *Congress* and *Constitution*, up the Mediterranean; and when the late Commodore Samuel Barron was obliged to return, after making peace with Tripoli, Captain Rodgers, being senior captain, hoisted the broad pendant, which he has ever since retained. The gallant commodore entered into his nautical career in the *Guinea*, commonly called the

Slave Trade, and from the lowest grade on board of a slave ship, rose to the honour of being a master. He sailed out of Baltimore, and was known by the names of Bully Rodgers and Black Jack : the latter, from his complexion being dark ; the former, from his tyrannical and blustering disposition.

He has been often known to strip himself to his shirt, and fight with one of his foremast hands ; if conquered, he confessed it, and was always the friend of his conqueror ; but where the reverse was the case, he always shewed his superiority of strength by tyranny. He is about five feet ten inches in height, very muscular, has a dark but not unpleasant countenance, his features are prominent, a full black eye, heavy brow, and a low forehead. His manners are coarse, and where he affects the contrary, they shew the sycophant. His education has been bad ; he is very illiterate, but allowed by every person who knows him to have great judgment in the working of a ship. He is a native of Maryland, born at Havre de Grace, where he has a very handsome seat, highly romantic.

GALLIC GASCONADE.

Report from the Capitaine de Fregate Rousseau, to the Minister of the Marine.

“ On board l'Amazone, Havre, November 28, 1810.

“ I have the honour to inform your Excellency, that I sailed from Havre on the 12th, at ten at night, with the frigate l'Amazone, under my command, and l'Eliza, Captain Fresemet, with a wind variable from N. E. to N. N. E.

“ We steered a course between the N.W. and N.N.W. quarter, and at one in the morning we perceived not far from us, two large ships of war. Being uncertain as to what they were, we continued our course until a quarter past three in the morning, when we perceived a-head of us the isles of Marcouf, which we had some difficulty in doubling. We were then obliged to tack, and this made us fall in with the two enemy's ships, broadside to broadside. We exchanged broadsides in passing, without His Majesty's frigates having received any damage.

“ As I knew that the enemy's division was composed of ships and frigates, I did not think it right to risk an engagement during the night with these vessels, which might be readily assisted by others, and we waited for day-light, anchoring about four in the morning, under the isles of St. Marcouf. At eleven we got under weigh, and continued luffing until three in the afternoon, without being able to double Barfleur. Upon this I determined to come to anchor off La Hogue. The enemy's ships, which I discovered to be frigates, tacked at the distance of two leagues, but the south-east winds, which blew very fresh, prevented me from getting under sail.

“ On the night of the 13th or 14th, the wind became stormy, and continued so all the morning, upon which we were forced to pay out a great length of cable ; and l'Eliza having driven on her anchors, was compelled

to strike her masts, and to lighten herself, that she might not be wrecked on the rocks.

" On the 15th, the wind having changed to W.S.W.W. two vessels of the line and two frigates stood in to attack us. At ten the first frigate brought her guns to bear upon us, at the distance of two musket shots, but we replied to her in such a manner, that she put about at the first broadside, and stood away to repair the damage she had sustained.

" After the first broadside, the two ships and the other frigate engaged us until a quarter past one.

" Their fire was answered so vigorously by his Majesty's frigates and by the forts, that these ships stood off, and anchored at the distance of two or three cannon shots from us, towards the S.E.

" In the night between the 15th and 16th, some boats were rowed from the enemy's ships to throw rockets on us, but I drove them back by the fire of our guns. I feel it my duty to give equal praise to the captain of l'Eliza, and the officers and crew under my command. We had only one man killed, and another wounded.

" Since the 17th, until this day, the storm prevented us from getting under weigh, and it was also necessary to replace the essential articles which l'Eliza had been forced to throw overboard, and the conveyance of which the bad weather had retarded. Yesterday, that frigate being perfectly safe, I determined to get under weigh in the night with l'Amazone, though the enemy's ships were anchored at less than a league and a half from us. I passed at a little distance from them without being perceived, and I entered this morning the port of Havre. During my stay at la Hogue, the capitaines de frigate, Lecolier and Drouault, and M. Franqueville, principal Commissary of Cherbourg, were of great service to me, both in person, and by the assistance which they sent me. I am, &c.

" ROUSSEAU."

ACTION BETWEEN HIS MAJESTY'S VESSELS BREVEDAGEREN AND ALGERINE,
AND A DANISH FLOTILLA.

A LETTER from the Baltic has furnished the subjoined statement :—

" The sufferings and exertions of the Brevedageren commenced on the 31st of July, (1811) and continued without intermission until the 2d of August, in opposing a Danish squadron, consisting of the Langeland brig, mounting 22 long 18-pounders, and 200 men; Logan and Keil brigs, mounting 20 and 18 long 18-pounders, 175 men each. The English force consisted of the Algerine cutter, 10 guns and 60 men, Lieutenant Blow; and Brevedageren, 12 guns, 47 men, Lieutenant Devon.

" On the evening of the 31st of July, our two ships observed three suspicious vessels standing towards them from the coast of Norway, which were soon discerned to be enemies; the wind being very light, the Algerine and Brevedageren continued going from them during the night, as fast as they were able, and at day-light found themselves about four miles

from the advanced brig of the enemy, which appeared considerably distant from the two others. Lieutenant Blow, commanding the *Algerine*, being the senior officer, sent a boat to the *Brevedageren*, to inform Lieutenant Devon that it was his intention to attempt cutting this vessel off; and, accordingly, both the *Algerine* and *Brevedageren* tacked for that purpose, and commenced sweeping towards her, it being calm. The enemy observed this manœuvre, and prevented its being executed by closing his squadron. The *Algerine* and *Brevedageren* again sought safety by retreating. At four o'clock A.M. 1st of August, the Danish commodore in the *Langeland*, being nearly within shot, the *Algerine* and *Brevedageren* again bore down to the attack, by desire of Lieutenant Blow. It must be observed, that the Danish commodore was at this time about two miles from his own squadron. The action was commenced about thirty minutes past eleven o'clock A.M. with the *Langeland*—at twelve o'clock in close action. Soon after, the second enemy's brig commenced firing on the *Algerine* and *Brevedageren*, when the *Algerine* found it necessary to take to her sweeps, and hauled out of the action. The *Brevedageren* could not follow the example; consequently she was left in the midst of three brigs of the enemy, each of them more than double her force. In this perilous situation, Lieutenant Devon, the gallant commander of the *Brevedageren*, resolved to fight as long as he could fire a gun; and the few brave fellows he commanded admirably supported his heroic resolution, never in the least betraying a symptom of fear, but, on the contrary, nobly cheered their commander, in obeying every order. At half past one P.M. when scarcely a shadow of hope existed of saving the *Brevedageren*, a favourable breeze of wind sprung up, of which Lieutenant Devon availed himself to get off, and fortunately the enemy, intent on keeping up his fire, seemed not immediately to perceive it. Lieutenant Devon then directed to cease firing, and took to his sweeps, which, aided by a boat's crew of ten men, sent by the *Algerine* about the close of the action, and the breeze, gained nearly a mile on the enemy by two o'clock P.M. who still continued his broadsides, with an apparent intention to sink the *Brevedageren*, as all his shot fell low. The enemy, perceiving the advantage gained over him, left off firing, and again every exertion was made on the one side to escape, and on the other to prevent it. The *Brevedageren*, however, preserved her distance, the *Langeland* continuing to annoy her with his chase guns. At five P.M. one of the other Danish brigs, the *Logan*, was advancing fast on the *Brevedageren*, and ranging upon her starboard quarter. At this time the *Algerine* cutter, who had much the advantage of the *Brevedageren*, from her superiority of sweeping, hove to, and attracted the enemy's attention. This manœuvre was of much advantage, as the enemy from this time did not gain the least upon the *Brevedageren*, and at sun-set gave up the chase. Lieutenant Devon, however, not thinking himself safe so near such powerful and hostile neighbours, continued with his little crew labouring at the sweeps until twelve o'clock, midnight, when they literally fell from their oars, completely worn out. The wonder is, how they could have stood it so long, having been closely engaged with so superior a force.

for upwards of an hour, besides tugging at the oar from six o'clock on Wednesday evening, until Thursday at midnight.

"At day-light on Friday, the enemy was distant about six miles, but they did not resume the chase. Thus, by an exertion and perseverance, not to be exceeded, was rescued from the Danes his Majesty's brig, which they probably were the more anxious to possess, that she had formerly been taken from them. The Brevedageren had one man killed in the beginning of the action, and providentially only three wounded, throughout the whole of the severe contest. She has, however, suffered much in her hull, masts, sails, and rigging, which I should presume would necessitate her going to England. To prevent the possibility of his colours being shot away, Lieutenant Devon had hoisted and nailed in different parts of his brig several English union jacks; and to remind his brave fellows of the anniversary of the memorable first of August, he took from his cabin a likeness of Nelson, and made it fast to the mast."

POOR BOX.

JANUARY, 1811. A seaman was observed to put a note into the poor-box at the Cathedral, Limerick; on opening of which it was found to contain seven shillings, with the following words—*The wife of a sailor, who was at sea in a late storm, in hope that God will always be with him in time of distress.*

SUB-MARINE TREASURE—HUSSAR FRIGATE.

ACCOUNTS from New York state, that Mr. Palmer, who superintended the diving-bell on board of the gun-boats now lying in Hell Gate, and who has been for two months past endeavouring to obtain a part of the British frigate Hussar,* sunk there during the revolution, has succeeded in getting up her rudder. The Hussar was a frigate of 28 guns, and was going to Boston with money to pay the British troops, when she struck upon a rock, and soon afterwards sunk. According to the report of those who went down in the bell, neither time nor the water had made any perceptible impression on the copper of her sides; and her timbers still remain so strong and tight, that two men, who went down with axes, wedges, and other tools, could make no impression. One of the divers stated, that he had rubbed his hand over the top of one of the caannon, which, from its peculiar smoothness, he conceived to be of brass. The copper bolts which were taken out of the rudder were so perfect, that many would not believe, that they had ever been used; and the wood, which is oak, one inch from the surface of the rudder, seems as solid as when the ship was built.

* In the American war, the Hussar was commanded by the present Admiral T. M. Russell, and was particularly distinguished by an action with the Sybille, French frigate, of 38 guns. The Hussar, in fact, had only 20 guns. Vide N. C. XVII 445, *et seq.* and XXV. 289.

ESCAPE AT SEA.

A LETTER, dated Isle of Man, August 4, 1811, presents the following statement:—

“ On the morning of the 23d of July, as the fishing-smack, *Tartar*, of Darby Haven, was drifting in the Channel with her net-shot W.N.W. from Peel, a heavy gale of wind came on with a rough sea, which caused them to haul their train of nets on board; and, in the act of hauling, she drifted down on a boat a-head of her, and, with the scud of a sea, took the point of her boom into her forebuddings. Before the crew perceived any damage, the water was over the ballast; the leak increasing fast, in less than ten minutes she went down; the crew, seven in number, providentially escaped in the punt. The other boat's crew, judging the boat and men went down together, made the best of their way home with the lamentable news of their fate to their families. But Providence still had them in tow. They lay in the small boat comparatively like a tub, eight feet keel and five feet beam; and to prevent the sea from breaking in, they ranged their arms along the gunwales. At day-light, the brig *Lively*, of and from Greenock, Captain Roderick M'Kenzie, for Gibraltar, hove in sight to leeward, and under reefed topsails close hauled, beating to windward, the punt drifting in her head-way; and when within pistol-shot, the men, one and all, gave a great shout, which was heard by the captain, but the sea ran so hollow he could not perceive them; apprehending something wrong below, or a man overboard, called all hands on deck; on the second shout, the sailors were astonished, not seeing any vessel near them, and on the third, one of the sailors running up the rigging, perceived a number of men in the water, to his great astonishment, not seeing any thing under them, as the state they lay in, with their arms near the water's edge, prevented him; with the greatest difficulty they were hoisted on board the brig one after another; when on board, the captain made this remark, “ such a miracle was almost equal to walking on the water.” Some time after, the Prince of Wales cutter, Captain Wallace, hove in sight, and, by a signal from the brig, was soon alongside. Captain Wallace immediately steered direct for the Isle of Man, and landed them safe in Derby-haven, to the inexpressible joy of their despairing families.”

EVENING SCENERY IN THE SEA OF MARMARA, NEAR CONSTANTINOPLE.

“ As the sun had set about an hour, the whole air was replete with a species of small phosphoric fly, the corruscations of which were so sudden, and so quickly repeated, as to resemble electric sparks. The Sultan was on his return from *Boyûk-dereh*. He was sitting in his state-barge, of 20 oars, worked by *bostanjis*, with their chief at the helm. Other boats, little inferior in splendor, followed in procession; and what added much to their gorgeous appearance was, that as the oars were lifted, the water was perfectly micacious, and they appeared to glide over a sea of liquid gold. The cause of this curious circumstance I leave to Naturalists.”—
(*Dallaway.*)

BUONAPARTE'S TOUR.

A FRENCH paper has furnished us with the following account of Buonaparte's progress, on his coasting tour, from the 19th of September, to the 4th of October :—

“ *Paris, September 30.*

“ His Majesty left Compiègne on the morning of the 19th instant, and arrived at Montreuil at four in the afternoon; he remained two hours there, and, after having inspected its situation, gave orders for different works to the engineers. At eight in the evening he arrived at Boulogne. At six in the morning, of the 20th, he reviewed the division of infantry commanded by General Ledru. At mid-day his Majesty embarked to visit the flotilla, and went by sea to view the harbours of Wimereux and Ambleteuse. The Prince of Neufchatel, and the minister of the marine, accompanied the Emperor in his barge, which was steered by the ship-captain, Lecoat-Saint-Haouen.

“ During this time the flotilla exchanged some cannon-shot with the English cruisers, and forced them to sheer off.

“ On the 21st, the Emperor reviewed the other troops and inspected the fortifications of Boulogne.

“ Rear-admiral Baste, commandant of the flotilla, had several engagements with the enemy's cruisers. One vessel, having drifted away, was taken; but the English ships were severely handled; they had two officers and 30 men killed or wounded. Their principal frigate was riddled by the balls of 24 of our gun-boats, which compelled her forthwith to veer about for England, in order to get refitted; it will be necessary to take her into dock.*

“ On the 22d, at 9 in the morning, his Majesty passed in review the army-corps commanded by the Duke of Elchingen, as well as the battalions of the crew of the flotilla: before he mounted his horse, the different authorities of the district were presented to him after mass.

“ At two o'clock his Majesty went into his carriage, and at midnight arrived at Ostend.

“ On the 23d, the Emperor, after visiting the fortifications of Ostend, and ordering new works, set out on horseback along the beach, by the road of Blankeimberg; passed the Swyn, and arrived at Bresckins at six in the evening.

“ On the 24th, the Emperor mounted his horse, and inspected, with the greatest minuteness, Fort Imperial, Fort Napoleon, and the centre fort of the Isle of Cadsand. His Majesty was very much satisfied with the works of the engineers. Sixty mortars, some cast, some of a new invention, and some 12-inch mortars of the Gomer fashion, some throwing bombs to the distance of 2,500 toises, others 2,000 toises, and the Gomer-mortars,

* Captain Carteret's *Letters on Service*, in a subsequent sheet, will sufficiently establish the truth of this very modest statement.

1,500 toises, together with sixty 26-pounders, and twenty 48-pounders, are in battery in these three forts. Bomb-proof case-mates contain the magazines and the garrison. A large inundation protects the eastern defences, which have also cavaliers armed with heavy artillery. It being impossible to march across the inundation, the enemy who attempts to take Fort Imperial must march along the dike. He cannot reach Fort Imperial, till after having taken Fort Napoleon, which is constructed of masonry, and susceptible of a vigorous defence. After that he would be obliged to march along the dike, to force the centre fort; and after these two great sieges, which professional men estimate would require forty days after the trenches were opened, he would find himself only within four hundred toises of Fort Napoleon, which fort has casemated cavaliers, a gallery of mines, a traverse upon the dike, and other advanced works. Two other forts placed upon the dike defend Fort Imperial, looking up the river. Fort Imperial must, therefore, be considered as capable of a regular defence of three months of trenches opened, without taking into account the accidents which the besieged may give rise to in a ground which can only be traversed by the dike.

"At one o'clock, his Majesty went on board the squadron, in very fine weather. He began his visit with the *Anversois*, a 74 gun-ship, commanded by Captain Soleil, who was at the head of the line. He successively went along the whole line, stopping on board each ship. His Majesty gave different directions with regard to each. He was very well satisfied with the state of the crews, and of the ships. He expressed his satisfaction on this head to Vice-admiral Missiessy, who has the chief command of the squadron, and to the officers. The minister of the marine has, in a few years, created a squadron of 30 ships of the line, equipped with every thing, in a country, where, eight years ago, there was not even a vessel on the stocks; the building-frames, basin, magazines, ships,—all have been formed.

"At six in the evening his Majesty ordered his flag to be hoisted on board the *Charlemagne*, where he passed the night.

"On the 25th; at eight in the morning, there was a rough sea, and the wind blew very fresh. His Majesty conferred the decoration of the Legion of Honour on the pilots Pierre Thomas and Matthieu Amadia, and gave each a pension of 3000 francs for life, for the services they had rendered the squadron. One of these pilots is from Flushing, the other from Brest. The one is chief pilot of the interior of the river, the other of the exterior. The minister of the marine, Vice-admiral Gantheaume, Colonel-commandant of the Marines of the Guard, Vice-admiral Missiessy, and Rear-admiral Ruysch, had the honour to dine with his Majesty. On the 25th and 26th an equinoctial gale came on. It blew very fresh, and there was a very hollow sea. It was impossible to communicate with the land. In the afternoon of the 26th three ships set sail, and performed different manœuvres. His Majesty had no sea-sickness. On the 27th, at five in the morning, his Majesty quitted the *Charlemagne*; he went on board his

vacht, and at eight o'clock landed at Flushing. At nine his Majesty received the Authorities; at ten he mounted his horse to inspect the works of the artillery, of the engineers, and of the marine engineers."

" *Antwerp, October 4.*

" On the 30th ult. at nine in the morning, his Majesty received the different Authorities. At noon he mounted on horseback, and visited the basins, arsenal, fortifications, and quays. At four in the afternoon, her Majesty the Empress arrived from Brussels.

" On the 1st of October his Majesty again visited the fortifications and arsenal, and saw several ships of war enter the basin.

" On the 2d he reviewed the 26th regiment of light infantry, the troops of artillery, the battalion of marine workmen, and visited the works of la Tête de Flanders.

" On the 3d his Majesty held different councils. On the 4th, at two in the morning, his Majesty set out to visit Wellinstadt, in the island of Gorée.

" Her Imperial Majesty departed at ten in the morning, to sleep at Breda.

" Antwerp may now be considered as equal, in point of strength, to Metz, and Strasburgh. The works which have been constructed are prodigious. It is one of the bulwarks of France. On the left bank of the Scheldt, there existed two years ago but a redoubt, forming eight bastions in front, defended by an inundation, supported by the causeway of Gond, and the dykes of Amonte, and Avol. The immense sums which have been expended upon these works have been employed with skill and profit. His Majesty expressed his satisfaction to the corps of engineers, and Major Bernard, who directed these works with such singular activity.

" The spectacle which the dock-yards offer is *unique*, and without example. Twenty-one ships of the line, of which eight are three-deckers, are on the stocks, more or less advanced. The arsenal is abundantly supplied with all sorts of equipments which the Rhine and the Meuse afford. There are besides in it many thousand masts from the north. Seven years ago there was at Antwerp but a single quay, and the houses were advanced to the banks of the river; at present these houses have given place to superb quays, useful to commerce, and even to the defence of the place.

" Six years ago there was no basin in it, but only some canals, where ships drawing ten or twelve feet water could scarcely enter. Now there is a basin with 26 feet water, and capable of containing 50 ships of the line, with a passage for vessels of 120 guns.

" The quays upon the left bank of the new town will be immediately constructed, and a new basin will be excavated there.

" All the canals or aqueducts which corrupted the air, and gave this town the aspect of a heap of ruins, have been repaired or cleansed.

" The Scheldt, from its mouth to Antwerp, is every where practicable for three-deckers; it is a continued harbour, sheltered from all winds: more than one hundred ships of war may anchor in the roads of Hoogplaten, Terneuse, and Baerland. Besides the strong places of Antwerp and

Cadsand, his Majesty has ordered the construction of another strong place at the point of Borselen. These places, in addition to the forts of Batz, Lillo, and Liefkenshoek, which have been the object of great labour, will place for the future the establishments of this river in a state of defence against all attempts. The fortresses of Berg-op-Zoom, Williamstadt, the forts of the Isle of Goree, the fortresses of Breda and Gorcum, complete the defence of the whole territory."

CORRESPONDENCE.

MR. EDITOR,

September, 1811.

THE judicious manner in which you have already noticed "The Natural Defence of an Insular Empire," &c. induces me to send you a copy of a paper, which I hastily drew up, shortly after the censures of the Quarterly Reviewers made their appearance.

An intimate acquaintance with Admiral Patton for thirty years, enables me to assert, that no officer has taken more pains to obtain a thorough knowledge of every subject connected with the navy; and I believe it will be acknowledged, that no naval officer has so ably and disinterestedly communicated his sentiments to the public.

Admiral P. was considered a *croaker* in 1795, when he so fully predicted the mutiny of 1797; and at the same time pointed out the means whereby so calamitous an event might be prevented. God send that a few years may not prove his "Insular Defence," equally prophetic, inasmuch as there appears little reason to expect a material change of naval measures, unless the unremitting attention of our inveterate enemy to his marine, more particularly to his fleet, docks, and arsenals in the Scheldt, should at last open the eyes of leading men of *all parties*.

The wit displayed by the editors of the Quarterly Review, in remarking that old naval officers meet, and growl over a can of flip, cannot fail to impress their readers with a high sense of their sarcastic talents; but how far the public may agree with them in their general censure of the Insular Defence is more problematical; that Admiral Patton does not answer this description of naval veterans is a fact known to thousands.

When Reviewers undertake to state the services of an officer, they should be careful not to omit any part of such services, which the Quarterly Reviewers have done, by not mentioning that Admiral Patton was at the taking of the Havannah, and there made a lieutenant; that by his firmness he suppressed a dangerous mutiny in a second rate ship, at sea, for which he received the thanks of Lord Sandwich, and that he was appointed one of the Commissioners of the Transport Board, when that establishment was first formed, in 1794.

The author of the Insular Defence is neither an enemy to statesmen, or any other description of men; he is only anxious that, for the good of the country, landmen would not attempt to manage that, which professional

men only can thoroughly understand. In the most humble arts of life, an apprenticeship is necessary to acquire any skill ; but to hold the situation of first Lord of the Admiralty, no acquisition seems to be considered necessary, but the favour of the minister.

It is not an easy matter to discover a solecism, in asserting that a real character is always known among army and navy men, though it may be concealed from statesmen, or be mistaken by them.

That the naval service is popular in this country, is admitted ; but it is equally true, that many statesmen have taken an extraordinary way of shewing their regard for those who belong to it ; of which many proofs might be adduced. Most certainly the seamen were indebted to themselves alone for the advantages they obtained in 1797, and not to the then first Lord of the Admiralty, a landman and statesman, who shewed his judgment by cavilling with the delegates at Portsmouth for several days, about two or three shillings a month, in which, and every other demand the seamen then made, they finally succeeded ; whereas, if Admiral Patton's plan (which was shewn to Lord Spencer in 1795) had been adopted, the men would have gratuitously received as much pay as they obtained by force in 1797 ; and there is every reason to suppose, that that dangerous and disgraceful mutiny would not have taken place, and that the millions which the increase in the allowance of provisions has since brought on the country, would have been saved.

The Insular Defence does not allege that naval signals have not been improved, and attended to—Lord Nelson recommended the greatest attention to signals ; and although he observed, that a captain could not do very wrong who laid his ship close alongside that of an enemy, he yet premised his observation, by saying, if, by unavoidable or unforeseen circumstances, he is prevented from executing the proposed manœuvre, or order received.

The conclusion drawn by the Reviewers, from foreign naval officers being permitted to learn their profession on board of British ships of war, is truly singular.

Though many victories have been obtained at sea, when landmen were first Lords of the Admiralty, it does not follow that naval affairs would not have been better regulated by a naval man in the same high situation ; for instance, Lord St. Vincent, with only 15 ships of the line, beat 27 of the enemy ; but would a naval man have suffered his lordship to be on an enemy's coast with so inferior a force, when favourite officers (particularly Lord Hugh Seymour) were cruising with small squadrons, partly composed of ships of the line, for the notorious purpose of making prize-money.

One, among many advantages, which a naval first lord has over a land first lord is, his not deriving his maritime knowledge at second hand ; for even the Reviewers admit, that after all, sea officers must be consulted. How these literary conjurors manage to convert Lord Barham (who passed at least the last thirty years of his life *at sea*) into a civilian, they alone can explain.

The Reviewers (or rather those high in power who employ them) have shewn themselves so anxious to write down the Insular Defence, that they

certainly would not have mentioned how much the country has benefited by the adoption of Mr. Snodgrass's plan, had they been aware that it would be the means of disclosing to the world, what Admiral Patton's modesty has hitherto concealed; namely, that he was the person who first proposed, and pointed out the advantages to be derived from it. This fact is known at the Admiralty. It is true also, as the Reviewers observe, that without the ships brought forward solely by the adoption of Mr. S.'s plan, neither the action of Sir Robert Calder, nor that of Lord Nelson, off Trafalgar, could have been fought; for this plain reason, that the force those officers could have had under their command, would not have half equalled that of the enemy.

As the Reviewers have favoured their readers with an anecdote of Lord North, it may not be amiss to return the compliment.—During the American war, that noble lord remarked to a naval officer, who then filled a high civil office, that it was very unfortunate and extraordinary, that nearly all the transports, victuallers, and ordnance vessels bound to North America, were either taken, lost, or driven to the West Indies: the officer replied it would only be extraordinary if they arrived safe; as they were sent out at the most improper season; and that if ministers continued to give their directions without consulting naval men, or seamen of some description, disasters must inevitably follow! Lord North concluded the conversation, by observing, *they thought they could do very well without consulting sea-officers!*

That naval officers are prejudiced in favour of those whose merit they have been eye witnesses of, is perfectly true; but have landmen and statesmen no prejudices, and are they never influenced by a certain bias towards those who possess parliamentary interest?

The early age at which naval officers necessarily go to sea, renders it improbable they should be good classical scholars; but they have frequent opportunities of making themselves acquainted with mathematics, geography, and most of the living languages; which qualifications, added to a moderate share of common sense, will probably, in the opinion of the public, render a naval officer more fit to be at the head of the navy than a landman, however deeply read in Latin, or Greek; as the latter can never have had an opportunity of studying the temper, habits, and prejudices of seamen; and it is certain that the being ignorant of the character and power of the better seamen, has caused considerable mischief; among other evils, the lamentable mutiny in 1797. As to political knowledge, there is nothing to prevent a naval man, who has arrived at the rank of a flag officer, from knowing as much of the general politics of the world, as can be required of a first lord of the Admiralty, and surely he is more likely than a landman, to be acquainted with the maritime resources of other powers, as well as those of his own country.

From whence the Reviewers draw the conclusion, that Admiral Patton sneered at the army, militia, and volunteers, it is difficult even to surmise; or how the admiral's words can be tortured into such a construction; certainly he intended they should convey a very different meaning.

It has frequently been said that Lord St. Vincent disclaimed the stone expedition, asserting that it was planned, and ordered to be carried into execution, by *land* members of administration; and here it may not be wholly irrelevant to observe, that the Admiralty is subordinate to the secretaries of state; through whom the royal pleasure is made known to that department.

Admiral Patton was undoubtedly a member of what has been called the Catamaran Admiralty; but the Reviewers will perhaps be surprised when they are told, that all the wonderful exploits those catamarans were to perform, were approved of, and prepared to be carried into execution, before the plan was even mentioned to the naval Lords of the Admiralty; who disapproved it, the moment it came to their knowledge.

Many proofs might be given of the late first Lord of the Admiralty not being quite so well advised as the Reviewers wish their readers to believe; it will be sufficient to hint at the conduct pursued, when the crew of the *Standard* (64) left that ship at Chatham without leave, and proceeded to London in a tumultuous manner; and to mention the ill-judged measure of sending Lord Cochrane to perform a service in the presence of the commander-in-chief of the Channel fleet, of a rear-admiral, of the captain of the fleet, and of sixteen superior captains, whose ships were almost sure to be employed in endeavouring to protect the smaller vessels destined to attempt the destruction of the enemy! Undoubtedly the Lords Commissioners of the Admiralty have a right to employ any officer they think proper; but if they send him to execute a service, not only in the presence of a superior, but in a great measure independent of his controul, they strike a fatal blow at naval discipline, sow the seeds of discord, and are the cause of the mischief which must inevitably be the consequence of so injudicious an order.—In the case alluded to, Lord Cochrane had to act under the eye of the superiors already enumerated, who are so well known in the navy, that it may safely be asserted (without detracting in the smallest degree from Lord Cochrane's particular merits), that every one of them was as capable, and willing, to perform any duty required of them as his lordship; but if the Lords Commissioners of the Admiralty thought otherwise, they should have taken care that no officer senior to Lord Cochrane should have been present in Basque Road.

The Reviewers, with their usual sarcastic powers, observe, that Admiral Patton can scarcely expect a first Lord of the Admiralty to superintend the stowing of the hold, or to give directions for the iron ballast being winged up or kept down: most certainly Admiral P. expects no such thing; but he, and many others, may think that it would not be amiss if the first Lords of the Admiralty were more intimately acquainted with naval discipline, and the materials with which the minds of real seamen are ballasted; and this, it is maintained, no landman can sufficiently understand, or comprehend.

After enumerating almost all the flag officers now employed, the Reviewers challenge the admiral to name one who owes his appointment to Parliamentary influence. These literary gentlemen are aware how invidi-

ous the task of entering minutely into this subject would be: but the challenge is a bold one; when it is known to every one who reads a newspaper, that an admiral's mere professional claims to the appointment of commander-in-chief, always yield to parliamentary influence, and family interest.

It will generally be acknowledged, that Admiral Patton is deserving of praise instead of censure, for pointing out the real sentiments of thoroughbred seamen; as evils can only be remedied by probing them to the bottom; and whatever the Reviewers may have heard to the contrary, it is well known in the navy that *impressed* seamen do not consider desertion as a crime in a moral sense; though undoubtedly they are aware of the pains and penalties which, according to naval discipline, they are liable to; and it is natural to suppose that Admiral P. used strong language in this part of his work, to impress on the minds of men in power, the absolute necessity of endeavouring to man the navy without compulsion.—As to his plan being crude, the term “Sketch of a Plan,” implies, that it was only to be considered an outline. The Reviewers assert, that Lord Melville did not approve of that plan; but it is known to many, that if that nobleman had remained a very few months longer at the Admiralty, by far the greater part of Admiral Patton's suggestions would have been attended to; and it would not be difficult to prove, that Lord Barham's apprehension of meeting with opposition from the finance minister (Mr. Pitt) alone prevented his putting a great part of it into execution.

Facts are stubborn things! The ship-books at the Navy Office will prove that warrant officers have deserted of late; and the official documents at the Admiralty will prove, that scarcely a week passes without some one or other of them being tried by a court martial. Warrant officers would certainly be punished with death if they deserted to the enemy; so would admirals; but whatever power the 16th article of war may vest in the members of a court martial, no warrant officer has hitherto been sentenced to receive corporeal punishment.

The only warrant officer (a Mr. Johnstone) solely brought forward in the service by Admiral P. is still employed, and highly esteemed, in one of the King's dock-yards.

Is it likely, or will any one believe that Admiral P. who not only in the Insular Defence, but throughout his whole life, has been the advocate and friend of seamen, should propose a plan that would turn 2,500 poor old sailors adrift, and deprive of future support more than 4,000 out-pensioners of Greenwich Hospital?

This the Reviewers say must be the case, if Admiral P.'s Sketch of a Plan be adopted; because, on the present extended scale of the navy, it would swallow up the whole of the revenues of that magnificent establishment! Wonderful sagacity, scarcely equalled by ship-wit. Does it follow that no other funds can be appropriated to the relief of infirm and wounded seamen, if, on the present extended scale of the navy, a greater number of deserving men require attention? Could a small proportion of the immense revenue of Great Britain be more judiciously applied, than in

administering to the comfort of those, to whom the country is so much indebted for the prosperous state of that very revenue?

It should also be generally known, and constantly remembered, that the expenses of Greenwich Hospital and its out-pensioners, are defrayed by the revenues of that institution, and a deduction from the pay of merchant-mariners, as well as that of every individual in the royal navy; whereas above four hundred thousand pounds were voted in the last year for the corresponding establishment at Chelsea.

It is to be feared that future events will prove these Reviewers to be among those who are deficient in a knowledge of human nature, at least of the maritime part of mankind; and not Admiral P. who, in 1795, foretold that which occurred in 1797, as the manuscript then put into the hands of Mr. Pitt, Lord Spencer, Mr. Wilberforce, and of many others, can prove: fortunately, the gallant and worthy Admiral is too well known both in and out of the navy, to be animated by an anxious desire to understand his profession, and to be possessed of application, rather than flip-wit; and the assertions of the Quarterly Reviewers, are evidently employed by men in power, to alter the opinion which the public in general, and the navy in particular, have formed of the truths contained in the *Insular Defence*.

AN OLD NAVAL OFFICER OF NO PARTY.



*Plan for Checking the Violence of the Recoil of our heavy Naval Artillery,
when engaged on the Weather Side, with a fresh Gale.*

MR. EDITOR,

EVERY one who has been employed on the lower gun-deck of a line-of-battle ship, in action, will have observed with what force those heavy guns recoil, when the ship, by a fresh gale, stoops to the pressure of that sail which, in chase or running fight, she may have occasion to carry; and how much that recoil not only endangers the men who work the gun, but also that it has sometimes been known to break the breechings, and even to start the very bolts in the ship's side, to which they were clinched. To check the weight of this recoil, is the object of the scheme here proposed. The plan is perfectly simple, and practicable, and will not occasion expense; it may be used, or not, at the discretion of the commander; and it has this advantage, that in fighting the weather guns in a fresh gale, when the deck has a considerable degree of declivity, it will not only serve to diminish the weight with which guns so situated will recoil, but it will prevent what I have sometimes seen occasioned by the sudden check which the gun receives when brought up by the breeching on its recoil, by being thrown fore and aft, thereby giving much additional labour to the men, as well as causing some loss of time at their quarters, before they can have it replaced in a position for re-loading and running out again. It will also relieve the men in bowing out the gun when loaded. It is wholly

unnecessary to add any farther description, than that which the plan itself offers; and, as it is only meant as a hint, no apology can be necessary.

Fig. 1.

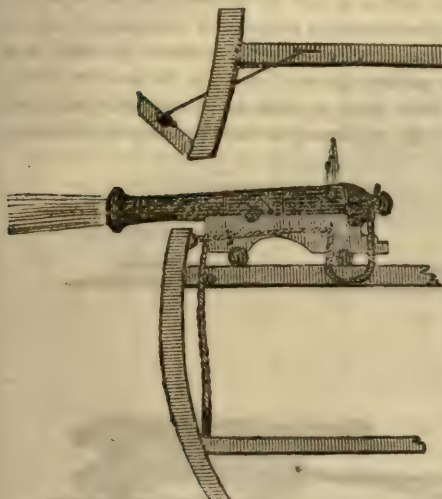


Figure 1, is a gun on the lower, or indeed any other deck, where the weight of the artillery in action renders every means of reducing the violence of the recoil an object of some importance. My first proposal, when this idea suggested itself, was, that under the breast of each gun, when run out of its port, and as near to the ship's side as convenient, a small opening should be made in the deck, into which should be fitted a brass or iron roller; through this scuttle, over the roller, a single

rope, proportioned to the weight of the gun, should be let down to the deck below, to the lower end of which was to be suspended a weight, also proportioned to the weight of the gun, upon the recoil of which it was intended to operate; such as pig lead, or pig iron, &c.; but, in considering what objection could be offered to this idea, I recollected, that a beam is commonly placed under each gun, and that to cut a scuttle immediately over that beam would, *with the shipwright*, be a very fair objection, as it would become necessary to bore a hole through the beam for this breast rope to pass through. This objection, however fair, does not affect the principle of my plan, nor would it affect its practicability. To obviate it, therefore, I would now propose, that instead of the scuttle being cut where first designed, two narrow cuts be made, one on each side the beam, and that into them be fitted a roller or strong sheave; let there be a double breast rope, of less size than was intended when meant to be single; its two ends to come up through the roller or sheave holes, and to be hooked or otherwise fastened to the strap which each cheek of the carriage will have through its forepart; to the bight of this rope below, let the weight proposed be suspended. This, I think, will remove every objection, and answer the purpose fully as well as was at first proposed, and be equally convenient.

It will be evident, that when the gun is discharged, the recoil will be considerably diminished, by having this weight to lift from one deck to the other; and by its being attached to the fore part of the carriage, it will ir

a great degree prevent that disposition which the sudden check of the breeching gives to the gun to fly fore and aft.

A case may be made to inclose this breast rope and its weight, from deck to deck, and the after side of it may be contrived to open and shut as may be wanted. When the weather is such as not to require the aid of this check upon the recoil, a cap may cover the openings in the deck, and it will not, as far as I can at present discover, occasion the smallest inconvenience. If the distance from deck to deck be not thought a sufficient height, let the suspended weight go through a small opening in the orlop, or deck below.

Fig. 2.

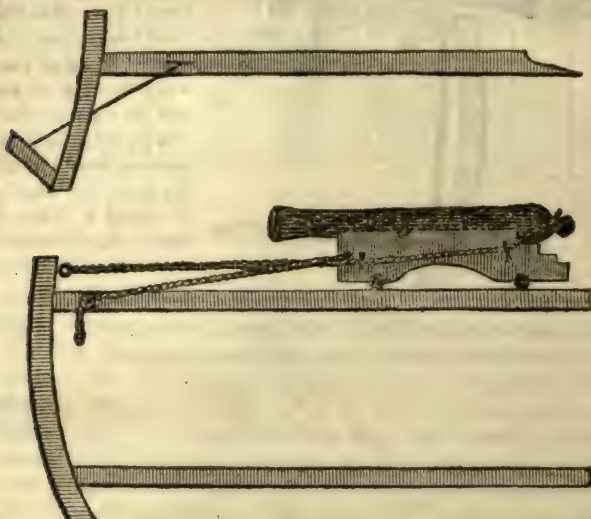


Fig. 2, is the gun after its discharge, and upon the recoil. Here the weight suspended is dragged up by the breast rope to the under side of the deck on which the gun stands. Whenever this gun is again loaded, the weight, in descending, facilitates the running out of the gun.

Scuttle, or Sheave-hole, in the deck.



Fig. 3.

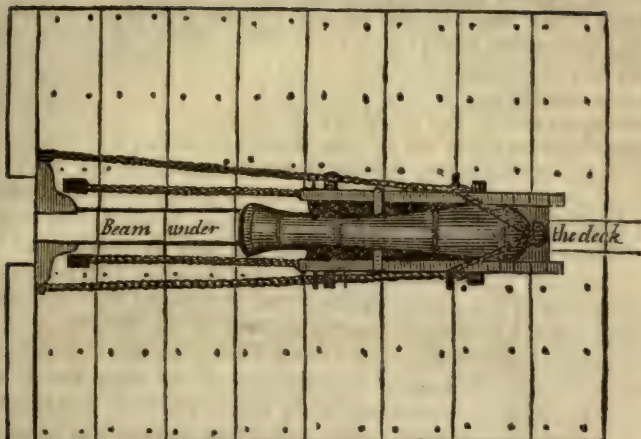


Fig. 3, is a horizontal plan of the gun upon the recoil, in which the double breast rope and breeching are seen upon the stretch. This breast rope may also be usefully employed as an additional security in housing the guns for bad weather.

R. P. Hunter

Vice-Admiral.

MR. EDITOR,

London, 24th September, 1811.

IN reply to 'Heart of Oak,' in your valuable miscellany of last month, page 141, I beg to offer a few observations, founded on facts, on the 'garbled batch of flag officers,' as he terms it, and to say I differ with him as to 'a revival of favouritism and exclusion, so heart-breaking to naval officers,' which assertion he is not borne out in making. Passing over the cases he has adduced, of Captains Bray, and Uvedale, as not applicable to the present point in any degree, they having long been on their journey to "that bourne from whence no traveller returns," I proceed to notice his remarks on Charles Cunningham, Hon. George Grey, and Charles Craven; the two first commissioners of the navy at Deptford and Portsmouth dock-

yards, and the latter governor of the naval hospital at Haslar. It is a fact, I believe, generally known to every one conversant with naval regulations ('Heart of Oak' excepted) that all post captains holding public employments, and standing among the number of officers that are to be promoted to the rank of rear-admirals, are consulted as to their inclination of retaining their appointments, or, of accepting the honour intended. Should they decide on the former, the officer next in succession is nominated to the vacancy, then arising, in the intended promotion; while the one declining that honour is removed to the list of "SUPERANNUATED AND RETIRED CAPTAINS," in which, if 'Heart of Oak' will be at the trouble of perusing, and I am aware he possesses the means of doing so, he will find the names of 'Robert Fanshawe,' commissioner of the navy at Plymouth.—'Sir F. J. Hartwell,' deputy comptroller of the navy board.—'J. N. Inglefield,' commissioner of the navy at Halifax.—'Sir R. George,' chairman of the Transport Board.—'Richard Creyke,' governor of the naval hospital at Plymouth.—'Samuel Arden,' and 'Joseph Ellison,' captains in Greenwich Hospital.—'Isaac Schomberg,' commissioner of the Navy Board, and 'Sir Robert Barlow,' commissioner of the navy at Chatham, who have all, no doubt, refused promotion; and for their private reasons chose to remain in the situations they held when that honour was intended. As a proof that an option is given, the following circumstance occurred at the time 'Heart of Oak's' 'garbled batch of flag-officers' took place. Captain William Brown, then resident commissioner of the navy at Sheerness, was applied to for his choice, and decided on taking his flag, which was accordingly granted, and Captain Lobb appointed commissioner in his stead. Captain Brown's name has escaped the scrutinizing eye of your Correspondent, which is not a little singular, as it was placed most conspicuously only the *second* after Charles Cunningham, and the *one* immediately preceding the Hon. George Grey, two names which have particularly attracted his sagacity!!! I cannot for a moment imagine he was ignorant that this officer received his promotion, but take it for certain it was late in the afternoon when he read the list over, and composed the letter in question. The statement I have made, will, I trust, make it apparent that many officers prefer holding lucrative situations in departments of the navy, to the *title* and *half-pay* of rear-admirals of the blue. What 'Heart of Oak' means by 'captain of the fleet' (the appellation he gives * Wm. Johnstone Hope) I confess my inability to discover, as no such term appears on either the last or any preceding official list of officers; unless,

* The title "Captain of the Fleet," applied to W. J. Hope, by our correspondent "Heart of Oak," did not strike the Editor of the *NAVAL CHRONICLE* in the same light as "Tom Starboard." It seemed to be made use of more in the same honorary sense that we say "Father of the City," &c. than with the technical meaning of "Admiral of the Fleet," as affixed to Sir Peter Parker's name in the official list: for certainly Heart of Oak has too much information in naval affairs to be ignorant that "Captain of the Fleet" is a temporary officer corresponding to adjutant general in a military sense, as attached to a particular army.—(Ed.)

indeed, he conceives that as the senior admiral (Sir Peter Parker) is styled "admiral of the fleet," so it is necessary the senior captain should have the designation he has thought proper to baptize him with; and by this rule should not the epithet of commander, and lieutenant 'of the fleet,' be given to each of the first officers on the list in these classes?

I am, Mr. Editor, yours, &c.

TOM. STARBOARD.

To the Right Hon. Charles Philip Yorke, First Lord Commissioner of the Admiralty, &c.

SIR,

I BELIEVE there exists throughout the British dominions but one opinion of your naval administration. Even Lord Melville's, so deservedly eulogised by the navy, begins to be no longer regretted. I am unknown to you, and likely ever to remain so, but I cannot address myself to Mr. Yorke without prefixing to my remarks a few words expressive of the admiration which I feel for his talents and his virtues.

I recollect, that upon the motion which you made for a monument to the memory of the late Lord Collingwood, some remarks occurred as to votes of a similar description having been apparently neglected. The newspapers informed us, that you "explained" upon the subject, but they gave us not the explanation. I have heard that the monuments voted to Lord Rodney and Earl Howe are not begun, and even that no measures have been taken towards erecting a national pillar in St. Paul's, to the memory of the glorious Nelson. I think the causes of these delays should be made public, and it would at the same time be most acceptable to the nation to be informed, why the mansion and estate voted to the Nelson family is yet unpurchased; a question which many have asked through the medium of the NAVAL CHRONICLE, and none have attempted to answer.* The people cannot but perceive, that though the interest of the money voted by Parliament is more lucrative to the *unambitious* Earl than the produce of landed property would be, the family must ultimately be losers by the delay, and that 90,000*l.* (for of the 100,000*l.* granted by Parliament, 10,000*l.* were to be applied to the immediate exigencies of Earl Nelson) will now purchase infinitely less land than that sum would have obtained in 1806, and the detriment to the family is progressively increasing with the increased value of real property. Condescend, Sir, through some channel, to gratify the public anxiety on these points, and allow us to hope

* The Trustees appointed by Act of Parliament for purchasing an Estate, to be annexed to the Title of Earl Nelson, occasionally advertise that they are desirous of treating for a suitable freehold estate, of the value of from eighty to ninety thousand pounds, to consist of a manor, mansion, park, and adjacent lands. It is stated, that particulars and proposals are to be sent to Henry Charles Litchfield, Esq. solicitor to the Treasury, under cover, addressed to Geo. Harrison, Esq. Treasury Chambers, London.

that the individual preference of Earl Nelson shall no longer be permitted to operate to the permanent disadvantage of those who are to inherit the honours of his lamented brother.

I have the honour to be, with respect, Sir,

Your sincere admirer,

A NAVAL COUNTRY GENTLEMAN.

MR. EDITOR,

AS I think the following may be acceptable to many of your readers, I send it for insertion. It is characteristic of the gallant Admiral.

I am, Sir, your most humble servant,

A. F. Y.

GEN. MEM.

By Sir Edward Pellew, Bart. vice-admiral of the red, and commander-in-chief of his Majesty's ships and vessels employed in the Mediterranean.

Vice-admiral Sir Edward Pellew, Bart. in assuming the command of the fleet, hastens to express the high satisfaction with which he associates himself with officers and men, of such approved bravery, zeal, and loyalty, as those he has now the honour to command. He looks forward with eagerness to that glorious day, when, in the presence of an inveterate enemy, he may unite his efforts with such companions, in the noble cause for which Nelson bled, and from which, under Providence, he anticipates the surest victory.

Should the enemy be met by night, it is the determination of the commander-in-chief to attack them immediately; he therefore trusts the respective ships will be kept as ready for battle at all hours, as the nature of the service will permit, and that the distinguishing lights are preserved in the most complete state, to prevent any ship from firing upon a friend, and by no means, if in doubt, to fire without first hailing.

Dated on board H. M. S. Caledonia, off Toulon, 16th July, 1811.

E. PELLEW.

To the respective Captains and Commanders.

By command of the Commander-in-chief,

E. H. LOCKER.

MR. EDITOR,

Aberdeen, 14th September.

IT is with pleasure I observe, that the present Board of Admiralty distinguish the anniversary of the battles of the Nile and Trafalgar, by the promotion of active and meritorious officers; but, whilst I rejoice at their deserved success in their profession, I cannot but lament the fate of those not less brave, not less deserving men who, after repeated offers of service, are doomed to pine away the best of their days in obscurity, and many of them in penury.

Permit me, Sir, to name a few of those on the list of commanders, who have, for ten years, remained on it, hardly ever employed, although they were promoted to that rank for their bravery and good conduct alone. I begin with Captain Carew, made a commander in 1797; Captains Butt and Lee, of the same year; Captains Ross and Gilmour, in 1799; Thicknesse, Marshall, Williams, Thwaites, and Child, of 1800; Rye, New, and Thompson, of 1801; Morris, Lyne, Chilcot, Judd, Waring, Douglas, Coote, Faulkner, Strachy, Gordon, Gifford, Willoughby, and Cowan, of 1802. I shall only mention these, as being all known to be gallant and deserving officers, who have repeatedly distinguished themselves in their country's service; there are, no doubt, many of their seniors equally so, and I cannot help thinking, at least a proportion of such of them as are willing, and fit for service, should be regularly included in these anniversary promotions. With respect to one of the officers above named, Captain Henry Gordon, who, in 1803 or 4, fought so bravely in the *Wolverine*, of 18 guns, against two heavy privateers, frigate-built, and equipped as such; I cannot but regret he has been so long detained a prisoner, and of course remains unpromoted, whilst so many of his brother officers, who have not been so long in confinement, have been released; surely, if the interference of government could procure his release, he would not now be a prisoner. I shall only farther mention, that whilst, no doubt, officers of interest will ever continue to get a full proportion of both ships and promotion, there should also be some plan established, for regularly both promoting and employing the senior officers on the respective lists, of post captains, commanders, and lieutenants, who are able and willing to serve; to promote those who are unfit for service, is only adding to lists already too numerous. I also think no officer ought to have post rank, before he has served twelve years, nor be made a commander until he has served nine as lieutenant and midshipman.

The present first Lord of the Admiralty seems to me so disposed to be the seaman's friend, that I am in hopes the above hints may induce him to consider of some means whereby to withdraw old and deserving officers from their present obscurity, and to bestow on them both ships and promotion, as opportunities occur. His present plan of converting large sloops into post ships, is most admirable. Perhaps an additional lieutenant in line-of-battle ships and frigates, and a commander, as second captain, into three-deckers, whose first captain should be a commodore, out of the twenty senior post captains, might be a feasible means of enlarging the sphere of activity.

I remain, always,

A FRIEND TO NAVAL MERIT.*

* The writer is referred to Heart of Oak's letters in this and the preceding volumes, wherein he will find most of his ideas so far anticipated, that it appears doubtful whether a *Friend to Naval Merit* is a regular reader of the *NAVAL CHRONICLE*.

PLATE CCCXLVIII.

LA PEYROUSE, with some tincture of national affectation and prejudice, observes, in one of his letters to the French government, "I flatter myself you will see with pleasure that, in the course of so long a voyage, I shall have no occasion to put in at those everlasting Society Islands about which more has been written than concerning several kingdoms of Europe; and I confess to you, that I congratulate myself on having nothing to say either about Otaheite, or Queen Oberea."

We believe, indeed, that our extraordinary admiration of Otaheite has excited some portion of ridicule upon the Continent; and, certainly, every thing relating to that island has been so frequently described, that, in noticing the harbour of Oparrey, of which the annexed plate presents a view, we feel it to be unnecessary to do more, than to subjoin the communication of our Correspondent, which accompanied his drawing. It is as follows:—

MR. EDITOR,

At Sea, ———, 1808.

THE accompanying sketch of "Oparrey Harbour," in the island of Otaheite, is much at your service, with a few remarks, made at the time it was taken. I am, your obedient servant,

G. S.

"*July 18th, 1792.*—Numbers of canoes were around us by early day, bringing yet more provisions, and the ship became so crowded we could hardly move. In the offing there was a strong sea breeze, but, to the great joy of the natives, we were becalmed in *Matavai Bay*. After dinner the anchor was weighed, and, with the assistance of the boats, accompanied by our consort, we reached the sea breeze. As we increased our distance from the shore, the good islanders reluctantly quitted us; many vainly strove to follow in their canoes, expressing their sorrow, by loud and reiterated lamentations, while some who had particularly attached themselves to the vessels, on the post, were seen tearing their hair, and heedless of the pain, wounding their heads with a shark's tooth, as on the death of a relation.

"*Pomaurey, Orepaia, Edeea*, with several chiefs, continued on board all night, during which, a safe situation was kept in the offing. It might almost be said, that we had the whole *Court* on board; yet such was their good faith, they seemed not at all alarmed.

"*July 19th.*—The vessels in the morning stood in towards Oparrey. Our captain had bountifully supplied his *tayo* (friend) *Pomaurey*, and his other visitors, with every useful article they could wish.

"The parting between our commander and his friends was an affectionate one. They separated in the heart-felt conviction of having had no want of kindness to reproach themselves with.

"It was my lot to convey them on shore. The boat was fully freighted with their various presents, serving in some degree to dissipate their sorrow. Yet, poor *Eddcea's* tears could not be imprisoned, and, had I encouraged it, I verily believe, 'albeit unused to the melting mood,' the whole boat's crew would easily have admitted the sorrowful infection. Reaching *Oparrey*, a vast number of the natives were assembled to take the last look of their English friends. An old lady, who had been unceasing in her visits to the ship, brought cocoa nuts and other fruit to refresh the people. The captain was anxiously waiting our return in the offing, which made my last interview with these gentle islanders but short. Yet, was it so distressing a one, I was glad to hurry from the scene. Old *Torano's* heart was full, and, pressing my hand, she was only equal to say, *Youra na t' Eotooa te meedey*, God bless you on the deep.

"Among the multitude, many were seen with whom we had been in ceaseless habits of cordial intimacy, and mutual good will. When we left the shore, not a word was heard, but every look beamed silent solicitude and concern for our success; nor, till long after the 'less'ning boat' was safe on board, and by the weather helm, the ship obedient was 'cast to sea,' did they turn slowly from the beach to their peaceful habitations."

STATE PAPERS.

EAST INDIA SHIPPING.

SUPPLEMENT TO THE EXPOSITION OF THE STATE OF THE COMPANY'S FINANCES; DATED 1ST APRIL, 1808.

Accompaniment to an Estimate of the Loss sustained by the East India Company, by the Capture and Wreck of Shipping, in 1807-8, and 1808-9.

Ordered by the House of Commons, to be printed 22d May, 1810.

(Continued from page 221.)

THE great importance of several circumstances which appear in the preceding review, particularly those which concern the manning of the Company's ships, which involves the safety of those ships and their cargoes, has induced your committee to take into consideration all the communications which have been made to the Court in relation to this subject generally, and especially the essential article of manning, on which point your committee proceed to notice the letter from the Hon. W. Wellesley Pole, secretary to the Admiralty, referred by the court to the committee of shipping, on the 25th September last, enclosing extract of a letter from Rear-admiral Drury, dated 8th May last, proposing that the company's ships should furnish the navy, under a heavy penalty, with the following unobjectionable number of men, upon their arrival in India, and that the ships should afterwards be protected from further impress; viz.

| | |
|-------------------------|---------|
| China Ships | 17 Men. |
| Ships of 800 tons | 10 Do. |
| Extra Ships | 5 Do. |

And Mr. Pole stating, that the Lords Commissioners of the Admiralty have no objection to what the rear-admiral proposes, and will give him the necessary directions accordingly, provided it meets with the approbation of the court,

Your committee have also taken into consideration the protest of Captain Tremenhœre, of the ship *Asia*, against the act of his Majesty's officers, in impressing a considerable part of that ship's company at Madras, and leaving her in so distressed a situation, that Captain Tremenhœre states it was with the greatest difficulty the anchor could be weighed in smooth water and settled weather: and which protest is dated at Fort St. George, 4th of May last, and was received by the brig *Virginia*, the 23d September following.

From this declaration it appears,

1. That previous to the *Asia* sailing from Madras for Ceylon, a proposition was made by Admiral Drury, that fifteen men should be furnished by the regular ships, and from seven to ten by the extra ships.

2. That in consequence of two men having been pressed by his Majesty's ship *Revenge*, Admiral Drury consented that only thirteen men should be taken from the *Asia*, and not delivered till her return from Ceylon.

3. That upon the return of the *Asia* to Madras, the 30th March, fifteen men were pressed by H. M. S. *Psyche*, and a certificate given by the King's officer, who expressed himself satisfied with the men.

4. That on the 18th April following, Captain Mansell, of the *Procris* brig, pressed ten more men, with a full knowledge of the above circumstances.

5. That on the 22d April, a boat from the *Dasher* was sent on board the *Asia* for volunteers, and took one man, a quarter-master.

6. That the boat from the *Dasher* returned soon after, and took five more men.

7. That the boat of the *Dasher* returned a third time, and took one more man and a boatswain's mate.

8. That Captain Tremenhœre reported the above proceedings the following morning to Rear-admiral Drury.

9. That the *Dasher* sailed two or three days afterwards, without returning any of the men, although Captain Tremenhœre had stated to the admiral that they were the only persons of his crew upon whom he could place any dependance.

And here your committee cannot avoid noticing, that Rear-admiral Drury's letter, proposing the above regulations, is dated the 8th May last, only four days after the above protest of Captain Tremenhœre, which records so great a breach of the regulations proposed by the admiral himself, that your committee can have no confidence in the efficacy of a plan, the principle of which was so little regarded at the moment it was proposed. Your committee have likewise had before them the letter from Mr. Rich-

ardson Borradaile, read in court the 17th instant, enclosing copy of a letter sent in by Captain Dale, of the *Streatham*, and several other commanders, to the Board of Trade, at Calcutta, dated 9th March, 1809, representing, that ever since the arrival of their ships in Bengal river, they had been subject to the almost daily inquisition of his Majesty's ships, and which, by a system of pressing of unexampled latitude and vexation, had reduced the complement of their crews to a number utterly incompetent to the necessary security of their ships, whether in regard to their navigation or defence. That this system of pressing was not confined to ordinary seamen, but extended to boatswains, gunners, carpenters, and servants, contrary to all usage. This letter further states, that the commanders applied to Sir Edward Pellew for protections for the remainder of the crews, after a large proportion of their men had been taken out, but he declined complying with such request; and the letter concludes with pointing out the insults and injuries the sworn officers experienced from the navy.

Your committee have also had reference to the 28th and 36th paragraphs of the letter in the public department at Bengal, dated the 18th April, 1809, and likewise the 27th paragraph of the letter in the commercial department at Bengal, dated the 17th April, 1809, calling the court's attention to the proceedings which have taken place for the impressment of seamen from the company's ships, pointing out the necessity of some known rules and regulations being established for the government of that service, without which the company's ships will be liable to be rendered incapable of defence, or of being navigated with safety.

Your committee have likewise considered the protests of Captains Kymer, Hawes, and Heming, of the ships *Lord Castlereagh*, *Monarch*, and *Earl Spencer*, against the captains of his Majesty's ships *Modeste*, *Dasher*, *Victor*, and *Rattlesnake*, for unwarrantably pressing seamen from their respective ships, and which protests are severally dated Calcutta, the 8th and 10th March last; from these statements it appears thirty-one men were impressed from the *Lord Castlereagh* at different times, including the boatswain and several other petty officers; nineteen men from the *Monarch*, out of a crew of fifty seven persons, and twenty-three men from the *Earl Spencer*, out of eighty-seven persons, and among them several of the petty officers.

Your committee have further taken a review of the several proceedings which have taken place on the subject of pressing seamen from the company's ships from the earliest period of the war, and adverted to the very strong representations which have from time to time been made to the Lords of the Admiralty, pointing out the risks to which the company's ships have been exposed from this practice; in particular in August, 1803, upon the capture of the *Cullands Grove*; in 1805, in consequence of a representation from *Bombay*, of men being taken from the company's marine; and, in May, 1806, when, from the indiscriminate and excessive manner of pressing in India, a very serious alarm was excited for the safety of the company's ships. To these communications from the court, the replies from the Admiralty expressed a strong inclination to afford the relief

desired, and in the letter from the secretary to the Admiralty, dated 9th May, 1806, the court were informed that orders had been sent out to the commander-in-chief in India, not to impress seamen from the East India ships, *excepting in cases of most urgent necessity*. Notwithstanding these assurances from the Admiralty, no alteration appears to have taken place in the former system of pressing; but, on the contrary, his Majesty's officers in India have continued to distress the company's ships to a still greater extent, as your committee have already stated in the case of the *Asia*, *Streatham*, and other ships; and it must be particularly noticed that the *Retreat*, which sailed in December, 1806, on a secret service to China, with a special protection from the Lords of the Admiralty, had her men pressed at several periods by his Majesty's officers, before she reached her destination. To prevent the necessity of pressing in India from the ordinary crews, in the season 1798, 1800, and 1803, the outward-bound ships were furnished with an additional number of men, purposely for the King's service, but the object in a great measure failed, by his Majesty's officers not confining themselves to the stipulated number of men. Under the conviction with which your committee are impressed, of the inadequacy of those instructions which have in repeated instances, and with the best intentions, been sent out by the Lords Commissioners of the Admiralty, and with the strong evidence before them of the total disregard paid by the captains of the ships to the express stipulations of the flag officers commanding in the India seas, as exemplified in the case of the *Asia*, your committee can have no hesitation in offering it as their decided opinion, that to apply an adequate remedy to the grievous long existing evils complained of, some other plan must be adopted; and while such practices are continued by his Majesty's officers as are stated in this report, your committee can have no confidence in the safety of the company's ships or commerce, and there will remain but one alternative, either to abandon this commerce during war, or to carry it on with the certainty of continued loss and vexation. And your committee therefore recommend, that an earnest representation should be made to the Lords Commissioners of the Admiralty, requesting their lordships to give the subject their most serious consideration; and your committee cannot doubt, but when their lordships advert to the accumulated disasters of the last twelve months, in which the company have lost fourteen of their ships, including those captured, they will concur with the court in the absolute necessity of some measure being immediately adopted, which may tend to prevent the recurrence of those serious evils, which, in their consequences, not only affect the welfare of the company, but the commerce and revenue of the country.

On the 3d leading point before noticed, the loading of the ships, your committee must observe, that although, as already noticed, two of the ships had 7,000 bags of saltpetre each, yet various other ships had the same quantity, and in the present case the kintledge of each ship was reduced 50 tons, and the lading even so much on them arose from the pressing instances of the government at home for an increased importation

of saltpetre. The draft of water of those ships was approved by the master attendants in India; and the commanders of some of the ships, so far from considering them endangered by such a quantity of saltpetre, offered to take in an additional quantity of dead weight, and to land a further part of their kintledge for that purpose. Your committee, however, consider it would be prudent to guard in future against even the possibility of prejudice arising from this cause, and your committee therefore recommend that the governments in India should be directed to give positive orders to the proper officers, to pay the greatest attention to the loading of the ships, and on no account to permit them to leave India at an improper draft of water, due reference being made to the construction of the ships, and their capability to carry the cargoes allotted to them.

| | | |
|----------|-----------------|------------------|
| (Signed) | C. GRANT. | J. PATTISON. |
| | WM. ATELL. | G. A. ROBINSON. |
| | J. BEBB. | J. A. BANNERMAN. |
| | J. B. TAYLOR. | G. MILLETT. |
| | C. MAJORIBANKS. | R. WILLIAMS. |
| | WM. WIGRAM. | |

Laid before the Court,
2d February, 1810.

Approved in Court 6th Ditto.

" SIR,

" *East India House, 31st January, 1810.*

" For the information of the honourable the joint committee of warehouses and shipping, we beg leave to state, that the shipping of the Hon. the East India Company is inspected the same as at any former period, and regular surveys are made during the building of the ships. Since the year 1763 to the present time, the only alteration made in the scantling was in 1787, when an increase was made (and is since continued) of about three-fourths of an inch in siding and moulding the top timbers, for the purpose of carrying additional guns for the better defence of the ship. That during the repairs, the same attention is paid by the surveyors as at any former period, and the ships are manned and stored in the same manner as formerly, with the exception of the guns, which have been increased, for the better defence of the ships, and weigh about 4 cwt. each more than those formerly in use.

" In the year 1799, the galleys were placed on the upper deck for the advantage of room for the conveyance of troops, and to give greater security from fire. Since that period, no material alterations have taken place in the construction of the ships.

We are, &c.

(Signed) " J. BOULDERSON.

" JOHN HILLMAN."

" *John Morice, Esq.*"

31st January, 1810.

List of Ships lost, and supposed to be lost, within the last twelve Months, with the Times and Places at which they were respectively built.

REGULAR SHIPS.

| | | | |
|---------------------------|------|-------|-----------------------------|
| Lord Nelson | 1799 | ..... | Messrs. Barnards. |
| Lady Jane Dundas | 1800 | ..... | Cleverly and Co. Gravesend. |
| Jane Duchess of Gordon .. | 1804 | ..... | Mr. Dudman. |
| Calcutta | 1798 | ..... | Messrs. Wells and Co. |
| Bengal | 1799 | ..... | Do. |
| Asia | 1798 | ..... | At Liverpool. |
| Walpole | 1798 | ..... | Messrs. Perry and Co. |
| Britannia | 1806 | ..... | Messrs. Wells and Co. |
| Admiral Gardner | 1797 | ..... | Do. |

EXTRA SHIPS.

| | | | |
|------------------|------|-------|-----------------------|
| Glory | 1802 | ..... | At Lymington. |
| Experiment | 1802 | ..... | Messrs. Wells and Co. |
| Travers | 1800 | ..... | Do. |

" Copy of a Letter from Joseph Cotton, Esq. to Charles Grant, Esq. dated 13th December, 1809.

" MY DEAR SIR,

" As you have unexpectedly called upon me for an opinion as to the causes of the loss of the company's ships, and are desirous of some early communication thereon, it becomes a duty I owe to the company and to the court of directors, to furnish the sentiments of my mind thereon, and with that candour the occasion demands; for the interests of the company have so severely suffered, that there never was a more urgent or necessary requisition, and, at the same time, none that may involve the person furnishing any opinion in more controversy or personal dispute. And though in the line of my duty, and from the importance of the task, I would not refrain replying to your request in as full and ample way as you have a right to expect, yet it is a painful task to sit in judgment upon the conduct of individuals, whose sense of measures may be very different from the individual who addresses you; it is, therefore, with deference to the sentiments of others, I submit what I have to observe, and should you be fortified by such concurrence of opinion, the conclusion may be more accurately established, and I must take the liberty to reserve to myself any illustration or further opinion, should they be thought necessary. The loss of so many valuable ships and cargoes, applies to the best interests of the state as well as to the company, whether you consider the property embarked in them, the immense cost in replacing them, the loss of lives and revenue, or the strength and encouragement it affords to the enemy; and the surprise has been great, that where and when the stake is so serious, more protection is not afforded them, or rather less oppression and distress imposed. Should the necessity of the public service require the risking of so much, it is paramount to all other considerations; but this is

seldom or never the case, and the persons exercising their judgment upon the occasion of pressing the men, are not aware of the extent of the possible injury to the revenue itself, independent of any other consideration; and this authority is exercised without controul before ships are in a place of safety, or in the performance of long voyages. Numberless instances are upon the records where the very existence of the ships in a perilous navigation has been at stake; the result of such practices are various, but one is unquestionably obvious, viz. That if, on their voyages home, a press of sail is kept up to keep company with the convoy, and a gale of wind comes on, they have not the strength to take it in, or prepare the ship otherwise for the bad weather; the instances of this kind are also upon your records; though, much to the honour of many of the captains of his Majesty's ships, they have been greatly attentive to the state and well being of your ships.

“ Two points are here referred to that are general sources of complaint, and they are obviously of importance, but these are not wholly the causes of loss; that which arises from capture is more especially to be referred to the enterprise and superior management of the enemy's cruisers, three or four of whom range those seas undiscovered, notwithstanding the great superiority of our naval force in that part of the world, and who have judgment enough, according to their knowledge of the monsoons, and the tracts of the outward and homeward ships, in consequence, to select their stations to cruise. Far be it from me to impute either neglect or inattention to his Majesty's officers, respecting them as I do, but the general language is certainly a strong observation on their ill success; and whether it arises from their local information being less than that of the enemy, I cannot presume to say, but the facts speak for themselves, and one superior board must feel the imputation.

“ The want of energy, &c. in the commanders of your ships, whenever they have met with an enemy, has very rarely been questioned; the instances have been very favourable to their reputation; they have exerted the means in their power, as the records also prove, excepted in few cases.

“ Until, therefore, the enemy is overcome, the defenceless ships, whether Europe or India, will unquestionably be their prey, as has been the case for some time past.

“ A further consideration occasioning loss, and very often distress, arises from ships going from one part of India to another, to join convoy. This is a point of great inconvenience, and I may say inconsiderateness; and though ships are required to rendezvous at Portsmouth to join convoy, the distance is comparatively nothing, and the application of this principle to India is, in my judgment, most ruinous. The men of war should go to each port whence ships are appointed to sail, and they may then shape their course as the monsoons and other circumstances admit; and how the governments in India have yielded to such requisitions from the commander-in-chief, making him as it were the sole judge and dictator of the sailing of all ships from all the ports of India, when his knowledge of the Indian navigation must be very limited from his experience there, has been to me

and others a subject of very great astonishment. At particular seasons of the year, for ships to go from Bengal to Ceylon, is carrying them so far to the westward, that when they sail from thence they do not navigate far enough to the eastward to clear the hurricanes which are prevalent near the Mauritius, and the archipelago to the northward of it; and though to confine the convoys to an individual ship sailing from a single port, may keep more ships in India, yet as separate convoys from each port, and as ships were ready, they might proceed to the southward of the French islands, and then return, for they are not wanted further; so India would be abundantly supplied with men of war, and the constant succession of ships of war passing the accustomed tracts at the several monsoons, would have greater chance to fall in with the enemy's cruisers, that will be, as before noticed, on the look-out there.

"The expense that has resulted to the company from demorage to ships thus directed from port to port, and for convoys, has been beyond all calculation, independent of the exoneration of the owners from damage to cargoes, from ships being despatched at unseasonable times; but the owners and private merchants are not less involved from the detention of the shipping.

"To such an extent did this practice go, of collecting ships at Point de Galle, that the whole China fleet had been directed to rendezvous there; but the commanders, much to their credit, resisted and protested against the measure, which induced the captain of the convoy to relieve them, to pursue their voyage homewards. Under such arrangements, what but misfortune can ensue?

"The events of last year, near home, hazarded some of the finest ships in your employ, by being under convoy, when I maintain, if left to themselves, sailing in sufficient fleets, together with the general protection experienced from the navy, they would come and go with far more safety than under convoy; for this particular must be obvious, the judgment of your commanders, who I am confident in believing to be the first navigators in the world, especially from their knowledge of the Indian seas best acquainted therewith, must give way to that of the masters of the King's ships, or to the captains, whose experience is scarcely a tythe on subjects of navigation in those parts.

"These are points it is my duty, being thus called upon, not to withhold, under the solemnity of your requisition, and I trust they will not be construed to operate as a censure upon any person or persons whatever.

"One of the most essential points towards the safety of your shipping, relates to the regularity of their despatch, conformable to the charter-party, to which the attention of the governments in India is not sufficiently alive; and though what has been before noticed may greatly correct these occasions of detention, the provision of cargoes should be such as to prevent this great evil.

"The losses in Bengal River will be considerably lessened, I should hope, by the improved system of pilotage the court have lately adopted; and was a more efficient marine board established, they would prevent the

landing of the kintledge from the 800 ton ships, knowing that their construction makes it very essential for their safety, and the cargo, ship, and crew, are risked, to compass the transit of a few more tons of saltpetre, which, for them, should never exceed 5,000 bags.

“ It may be expected I should also state something as to the hull and equipment of your ships. These are inspected so closely by your surveyors and master-attendant, and the charter-party is so express, that no ships can be better equipped or sent to sea.

“ The late arrivals in war have occasioned so much haste to repair and fit the hull for immediate service, that they may be defective in some minor points, but never to affect the ship's safety, and the clearest proof has been the extension of their voyages from six to eight. Some anchors have lately failed; but when it is considered how they ride in safety at Sauger, the wonder is that anchors and cables hold them.

“ I cannot in this point hesitate in communicating to you the prevalence of the dry rot in the timbers; how far the ships may have failed in consequence is matter of conjecture, but the ships are examined on the conclusion of the third voyage, and repaired for three more; in that latter interval, it is impossible to ascertain the prevalence of this destructive venom, which does not appear in the ships built long since, and therefore the recommendation I submitted long since to the court, of giving a slight repair at the end of the second voyage, and a substantial one at the conclusion of the fourth, would go not only to correct its progress, but to detect it in the latter voyages. I addressed a little essay on the causes of the dry rot in our ships, to one of the builders, some months ago, which may assist in correcting it.

“ Having thus, as far as the time you allowed me would permit, stated the various causes to which, in the whole, or in part, the losses of the company's ships may be attributed, it would, nevertheless, be presumption to assume that any one or more have been the particular occasion (without some most efficient evidence) of those in question, which the court, I suppose, are not yet furnished with; and to determine thereon, on any incorrect principle or evidence, would be to involve the company in controversy or discredit.

“ As soon, therefore, as any inquiry can be instituted into the several losses, the reports will form a proper foundation for general conclusions, for in some cases it appears evident the want of Europeans cannot be the sole cause of the calamity; for ships of the same burthen have been frequently navigated by only Lascars, who, except in captures, are competent to that service, as experience has fully verified; when in port, the loss of Europeans may be replaced by them before ships proceed, and though the loss of Europeans is a great grievance, to infer that it has been the cause of any ship's loss, without establishing that fact, cannot be prudent. I, therefore, suggest, that no preconceived opinions, but a systematic investigation of each ship's particular case, should be first set on foot. Navigating at improper seasons, or within the limits of those hurricanes where

our ships have suffered, appears to me to be one of the obvious causes of the recent calamity, but I should be sorry to decide thereon in that way without due inquiry. And how far one or more of the preceding suggestions may apply, will be best known by such examination.

"A body of evidence will then be furnished, to found either representation upon to government, or to send orders to your government in India upon. The ships have hitherto passed to and from India with great success, and there appears no alteration in their structure or equipment, or manning, which, in many instances, has been accomplished by a greater part of the crew being Lascars on the homeward passage; but several have been lost outward-bound, to which reasoning upon the nature of their crews will scarcely apply, unless in a general way to all descriptions of merchant vessels: and though the loss of Europeans is much to be deprecated, the case is not worse this year than in years past.

"Could any negotiation with the Admiralty be established to ameliorate the present system, it would be most desirable, and the plan suggested by Admiral Drury, if rigidly and honourably adhered to, appears to me the most eligible; if the navy in India would take every European out of the country ships who are deserters, either from the King's or company's service, excepting the officers, it would lessen the demand on the company's ships.

"I have understood the Ocean had a protection, which the individual commanders of the navy in India respected. A similar one might secure the remaining part of the crews of the company's ships, after supplying their stipulated number.

"I beg excuse for many omissions and errors, and am, &c.

(Signed) "JOSEPH COTTON."

(To be continued.)



PROCLAMATION.

In the name of his Majesty, &c.

THE inhabitants in the several quarters of the island will appear before the English commanding officer at those places, there to take and sign the oath of submission to his Majesty George 3d, King of Great Britain and Ireland.

A register will be opened in one of the offices of government for the inhabitants of Port Louis, who will repair there to sign it, between the hours of 11 in the forenoon, and 2 in the afternoon.

Those who, in twenty days, shall not have taken the oath, shall be considered unwilling to do so, and will therefore hold themselves in readiness to depart for France at such time as they shall be ordered.

Long live the King.

R. T. FARQUHAR, Governor, &c.

By Order, A. BARRY, Chief Secretary.

NOTICE.

From the representations made to us by the prize agents, and conformably to the 3d additional article of the capitulation; it is ordered, that the owners of all vessels taken and seized in the roads, and which are become the property of his Britannic Majesty's forces, do restore on board each ship all the rigging, appurtenances, sails, cables, anchors, and all articles generally of this kind, which form an *integral* and *essential* part of the said ships, and which ought not to have been taken away.

R. T. FARQUHAR, Governor, &c. &c.

Port Louis, December 27, 1810.

PATENT,

CONCERNING some exceptions from the general embargo of all vessels along the Elbe, and west coast of the Duchess of Schleswic and Holstein, with respect to the coasting trade.

We, Frederic the VIth, by the Grace of God, King of Denmark, Norway, &c. &c. publish herewith that we have been pleased, in consideration of the pressing wants of the interior trade, to grant the following exceptions to ships and vessels that were under the general embargo.

1. All vessels carrying inland products, manufactures, &c. from one place of our Duchies to another, with a counter certificate, provided it is not prohibited in the decree of the 9th of August last, are exempt from the general embargo.

2. Those vessels and boats, of which it is known that they are only used for fishing, are likewise exempt from the said embargo.

3. Such ships, vessels, and boats, exempted from the embargo, must, upon no account, or under any pretence whatever, be used for the transport of prohibited goods, or those not of European produce.

4. Whoever acts against this prohibition, forfeits the detected goods, and the vessel used for such transit: half the value of which goes to our treasury, and the other half to the informer, and he shall besides be punished with from three to twelve months imprisonment in the house of correction, according as the nature of the case may require.

Given at our Castle, Fredericksberg, September 14, 1810.

FREDERICK R.

At the Court at York House, the 6th of September, 1811.

PRESENT,

His Royal Highness the PRINCE REGENT in Council.

WHEREAS, by an Act passed in the forty-sixth year of his Majesty's reign, intituled, "An Act for making additional and further provisions for the effectual performance of Quarantine," it is, amongst other

things, enacted, that it shall and may be lawful, to and for his Majesty, his heirs or successors, by his or their order or orders in council, notified by proclamation, or published in the London Gazette, to prohibit all persons, ships, boats, and vessels whatsoever, from going, under any pretence whatsoever, within the limits of any station, which, by his Majesty, his heirs, or successors, by any such order or orders in council, has been, or may be, assigned for the performance of quarantine, by any ships or vessels, without clean bills of health; and that if any person whatsoever, after such notification or publication of any such order or orders in council, shall presume, under any pretence whatsoever, to go with any ship, boat, or vessel, within the limits of any such station, he or she shall, for every such offence, forfeit and pay the sum of five hundred pounds: And whereas, by his Majesty's order in council, bearing date the fifth of April, one thousand eight hundred and five, it is directed, that a separate and distinct place shall be appointed and marked out with yellow buoys, for the performance of quarantine at the Motherbank, by certain vessels therein described, having clean bills of health, and by all ships of war, transports, and other ships in the actual service of government, under the command of commissioned officers of his Majesty's navy, coming from the places therein in that behalf mentioned, and not being furnished with clean bills of health, which place was appointed and marked out with yellow buoys accordingly: And whereas his Majesty, in pursuance of the powers vested in him by the said Act, was pleased, by his order in council of the twenty-first of July, one thousand eight hundred and six, to order, and it was thereby ordered, that no persons, ships, vessels, or boats whatsoever, other than the vessels or boats belonging to the superintendant of quarantine, or his assistant, or other boats regularly employed under the authority of the commissioners of his Majesty's customs in the quarantine service, should go, under any pretence whatsoever, within the limits of the place so marked out, except in cases of special necessity and emergency, and with permission first had and obtained from the superintendant of quarantine at the Motherbank, or his assistant; and it was thereby further ordered, that all ships and vessels, being furnished with clean bills of health, and boats liable to quarantine, which might be ordered to perform the same at the Motherbank, should come to anchor within the compass of the said buoys, in such place or places as should be directed by the superintendant of quarantine, or his assistant, and should be kept separate and apart from his Majesty's ships of war, transports, and vessels, in the service of government, and not having clean bills of health, which might be performing quarantine as aforesaid, within the compass of the said yellow buoys: And whereas it hath been represented, that the space so marked out on the Motherbank, within which ships under quarantine are to be moored, was more extensive than was necessary for any number of ships which it was probable would have occasion to be there at one time, and that the extent of the space so marked out rendered it extremely difficult, with the wind at certain points of the compass, for vessels which might not be subject to quarantine, to avoid passing through parts of that space, and thereby subjecting the commander of such vessels

to the penalties provided by the before-mentioned Act, passed in the forty-sixth year of his Majesty's reign, and that it would therefore be expedient that a reduction should take place in the limits of the quarantine ground at the Motherbank, by the removal of the west buoys placed there to the eastward of Wotton Creek, so that boats and other craft may pass without going through the said grounds, and that the two north, or outer buoys, should be shifted nearer to the Isle of Wight, and that, in addition to the buoys already laid down, one should be put midway between the east and west inner buoys, in order to form a more conspicuous and better line for small vessels to pass and repass; and that another buoy (painted red) should be placed as a mark for a burying ground between the two outer buoys; and whereas such yellow buoys have been fixed in the places last above-mentioned, for the purpose of reducing the said quarantine station accordingly; His Royal Highness the Prince Regent is thereupon pleased, in the name and on the behalf of his Majesty, and by and with the advice of his Majesty's privy council, to order, and it is hereby ordered, that the quarantine station so appointed and marked out as last aforesaid, shall be deemed and taken to be the station for performance of quarantine at the Motherbank, within the true intent and meaning of the hereinbefore recited order in council of the fifth of April, one thousand eight hundred and five; and his Royal Highness is further pleased to order, in the name and on the behalf of his Majesty, and by and with the advice aforesaid, that no persons, ships, vessels, or boats whatsoever, other than the vessels or boats belonging to the superintendant of quarantine, or his assistant, or other boats regularly employed under the authority of the commissioners of his Majesty's customs in the quarantine service, should go, under any pretence whatever, within the limits of the place so marked out as last aforesaid, except in cases of special necessity and emergency, and with permission first had and obtained from the superintendant of quarantine, at the Motherbank, or his assistant; and it is hereby further ordered, that all ships and vessels, being furnished with clean bills of health, and boats liable to quarantine, which may be ordered to perform the same at the Motherbank, shall come to anchor within the compass of the buoys, as herein described, in such place or places as shall be directed by the superintendant of quarantine, or his assistant, and shall be kept separate and apart from his Majesty's ships of war, transports, and vessels in the service of government, and not having clean bills of health, which may be performing quarantine as aforesaid, within the compass of the said buoys; and the Right Honourable the Lords Commissioners of his Majesty's Treasury, and the Lords Commissioners of the Admiralty, are to give the necessary directions herein, as to them may respectively appertain.

CHETWYND.

HYDROGRAPHY.

SOUTHERN OCEAN.

A DANGEROUS shoal was discovered by Captain Ashmore, of the brig *Hibernia*, on her return from a late voyage to Port Jackson.

The *Hibernia*, after clearing the strait of New-Holland, fell in with a shoal, in latitude, by observation, $11^{\circ} 56'$ S. and longitude, deduced from a good Barraud's chronometer, in a run of 34 days from Port Jackson, $123^{\circ} 27' 45''$ E. of Greenwich. The *Hibernia* did not approach the shoal nearer than three miles, at which distance the colour of the water indicated no appearance of soundings. The only shoal near it laid down in the charts is that seen by Captain Nash, of the *Cartier*, in latitude $12^{\circ} 31'$ S. and longitude $123^{\circ} 47'$ E.

Extract from the Log-book of the Hibernia.

“ Thursday, 3th May, 1810.

“ At 8 A.M. saw two small sand banks from the mast head, to appearance about a cable's length each, bearing S. by W. and W.S.W. distant 5 or 6 miles.—At 9 A.M. the shoal extending from S.S.E. to S.W. by S. distant about three miles.

“ This shoal runs nearly E. and W. the breakers extending about four miles. The two sand-banks, which lie near the centre of the shoal, appeared to be elevated about ten feet above the surface of the sea, and on the western extreme of the reef some rocks were visible above water.”—(*Calcutta Telegraph.*)

The Sahul bank, and other shoals southward of Timor, are imperfectly known. The former is projected on the charts as rocky, and of great extent; the west end of it commencing nearly due E. from the south part of Rotto, about 16 or 17 leagues from the south point of Timor; from thence running eastward upwards of 2° , between latitude $10^{\circ} 40'$, and $11^{\circ} 30'$ S. many other coral banks, some of which are very dangerous, lie southward of it, at some distance. One of these was seen in the *Cartier*, 5 March, 1800, the day before she struck on another shoal, described as lying in $13^{\circ} 58'$ S. brought forward from the preceding noon, and $122^{\circ} 20' 45''$ E. brought on from the last sights *per watch*.—(*Horsburgh.*)

I. S. S.

ATLANTIC.

IN the seventeenth edition of Moore's Epitome of Navigation Tory Island is laid down as under:—

Latitude N. $55^{\circ} 14'$

Longitude W. $8^{\circ} 48'$

And the following reckoning, kept in a voyage from Newfoundland to Great

Britain, in which are inserted the latitude by dead reckoning, double altitudes, and observation, offers an interesting approximation.

Thursday, 27th June, 1811. Four P.M. Cape Spear bore W.N.W. Distant 18 miles; from which is taken the departure, the latitude of the Cape being $47^{\circ} 32' N.$ and its longitude $52^{\circ} 23' W.$ of Greenwich.

Friday, 28. Course S. $64^{\circ} E.$ Distance, 52 miles. Latitude observed 0. Dead reckoning, $47^{\circ} 11' N.$ Longitude, $51^{\circ} 11' W.$ Tory isle, bearing N. $73^{\circ} E.$; distant 1724 miles.

Saturday, 29. Course N. $73^{\circ} E.$ Distance 78 m. Lat. obs. $47^{\circ} 31' N.$ D. R. $47^{\circ} 31' N.$ Long. $49^{\circ} 19' W.$ Tory I. N. $73^{\circ} E.$ 1660 m.

Sunday, 30. Course S. $78^{\circ} E.$ Distance 92 m. Lat. obs. $47^{\circ} 11' N.$ D. R. $47^{\circ} 11' N.$ Longitude $47^{\circ} 04' W.$ Tory I. N. $72^{\circ} E.$ 1490 m.

Monday, 1 July. Course S. $23^{\circ} E.$ Distance 78 m. Lat. obs. $00^{\circ} 00' N.$ D. R. $46^{\circ} 01' N.$ Long. $46^{\circ} 19' W.$ Tory I. N. $67^{\circ} E.$ 1430 m.

Tuesday, 2. Course N. $65^{\circ} E.$ Distance 97 m. Lat. obs. $00^{\circ} 00' N.$ D. R. $46^{\circ} 42' N.$ Long. $44^{\circ} 05' W.$ Tory I. N. $67^{\circ} E.$ 1340 m.

Wednesday, 3. Course N. $72^{\circ} E.$ Distance 117 m. Lat. obs. $47^{\circ} 15' N.$ D. R. $47^{\circ} 19' N.$ Long. $41^{\circ} 11' W.$ Tory I. N. $69^{\circ} E.$ 1230 m.

Thursday, 4. Course N. $71^{\circ} E.$ Distance 133 m. Lat. obs. $48^{\circ} 20' N.$ D. R. $48^{\circ} 19' N.$ Longitude $38^{\circ} 30' W.$ Tory I. N. $67^{\circ} E.$ 1110 m.

Friday, 5. Course N. $62^{\circ} E.$ Distance 166 m. Lat. obs. $00^{\circ} 00' N.$ D. R. $49^{\circ} 38' N.$ Long. $34^{\circ} 46' W.$ Tory I. N. $70^{\circ} E.$ 987 m.

Saturday, 6. Course N. $50^{\circ} E.$ Distance 105 m. Lat. obs. $00^{\circ} 00' N.$ D. R. $50^{\circ} 46' N.$ Long. $32^{\circ} 39' W.$ Tory I. N. $73^{\circ} E.$ 896 m.

Sunday, 7. Course N. $72^{\circ} E.$ Distance 87 m. Lat. obs. $51^{\circ} 14' N.$ D. R. $51^{\circ} 13' N.$ Double altitude, $51^{\circ} 15' N.$ Long. $30^{\circ} 24' W.$ Tory I. N. $73^{\circ} E.$ 790 m.

Monday, 8. Course N. $63^{\circ} E.$ Distance 130 m. Lat. obs. $00^{\circ} 00' N.$ D. R. $52^{\circ} 14' N.$ Long. $27^{\circ} 07' W.$ Tory I. N. $74^{\circ} E.$ 635 m.

Tuesday, 9. Course N. $54^{\circ} E.$ Distance 85 m. Lat. obs. $53^{\circ} 04' N.$ D. R. $53^{\circ} 00' N.$ D. A. $53^{\circ} 05' N.$ Long. $25^{\circ} 07' W.$ Tory I. N. $73^{\circ} E.$ 590 m.

Wednesday, 10. Course N. $70^{\circ} E.$ Distance 122 m. Lat. obs. $53^{\circ} 33' N.$ D. R. $53^{\circ} 29' N.$ D. A. $53^{\circ} 33' N.$ Long. $21^{\circ} 40' W.$ Tory I. N. $76^{\circ} E.$ 460 m.

Thursday, 11. Course N. $83^{\circ} E.$ Distance 127 m. Lat. obs. $53^{\circ} 46' N.$ D. R. $53^{\circ} 45' N.$ D. A. $53^{\circ} 45' N.$ Long. $18^{\circ} 10' W.$ Tory I. N. $75^{\circ} E.$ 380 m.

Friday, 12. Course N. $79^{\circ} E.$ Distance 63 m. Lat. obs. $54^{\circ} 00' N.$ D. R. $53^{\circ} 58' N.$ D. A. $54^{\circ} 00' N.$ Long. $16^{\circ} 27' W.$ Tory I. N. $74^{\circ} E.$ 272 m.

Saturday, 13. Course N. $86^{\circ} E.$ Distance 92 m. Lat. obs. $54^{\circ} 10' N.$ D. R. $54^{\circ} 09' N.$ D. A. $54^{\circ} 08' N.$ Long. $13^{\circ} 52' W.$ Tory I. N. $69^{\circ} E.$ 187 m.

Sunday, 14. Course N. 55° E. Distance 64 m. Lat. obs. $00^{\circ} 00'$ N. D. R. $54^{\circ} 49'$ N. Long. $12^{\circ} 26'$ W. Tory I. N. 78° E. 131 m.

Monday, 15 July, 1811. At 9 A.M. Tory I. bore N.N.E. about two miles, the course and distance by the log being as under, viz. course N. 79° E. Distance 134 m. Lat. D. R. $55^{\circ} 14'$ N. Long. $8^{\circ} 46'$ W.

Differing only two miles from the longitude of the Island, as *per* Moore's Epitome.

Gun-Street, Bishopsgate.

I. G.

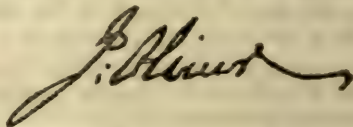
EASTERN OCEAN.

EXTRACT of a letter from Colonel Oliver, commanding-in-chief at the Molucca isles, dated Amboyna, 16 August, 1802, to the Court of Directors of the East India Company:—

“ I am further to acquaint you, that H. M's armed brig Amboyna, and Mongoose, experienced very boisterous weather on their passage from China to this port, which obliged them to cross over from the coast of Cochin-China to the Strait of Balibac, and came here through the Solo sea. They discovered a small island and a shoal of rocks and sand, not laid down in any of our charts.

The Amboyna's observation is, latitude $7^{\circ} 52'$ N. longitude $113^{\circ} 7'$ E.

The Mongoose..... 7 51 N. longitude $113^{\circ} 5$ E.”



SHIPWRECKS.

THE POMONE FRIGATE.

RESPECTING the loss of the Pomone, the particulars which have been made public are very scanty. A letter, dated Yarmouth, Isle of Wight, Monday night, October 14, thus announces the event:—

“ The Pomone frigate, from the Mediterranean, struck on the Needle Rocks, at seven o'clock this evening, and instantly filled with water, having all her masts cut away. The guardship boats and pilot vessels are gone down to take the crew out, and to afford them every assistance; fortunately there was no wind, otherwise they must all have been lost.”

Another letter from the same place, written on the following morning, says:—“ All the crew, I am happy to say, is saved, by the exertions and

activity of the pilot vessels of this place, and boats of the guard-ship here (Tisiphone). Sir Harford Jones was on board, on his return from Persia, *via* the Mediterranean. One of the pilot boats was on board in an hour after she struck. She is within a few yards of one of those stupendous rocks, and providentially no wind; if there had been as much as there was the night before, every soul would have perished. Sir Harford is gone to Portsmouth in the Escort gun-brig, which was lying in our Roads. The crew are on board of the guard-ship."

The guns and principal stores, we understand, have been saved out of the Pomone. She had \$5,000 dollars on board, which were also saved, except about 4,000, which were taken out of a chest by some of the crew, who also stove in the spirit casks soon after the ship struck, and drank themselves into a state of extreme intoxication.

THE GROWLER GUN-BRIG.

ON the 4th of October, the Growler gun-brig, commanded by Lieutenant Wicks, arrived at Plymouth, from Corunna, with despatches, which were immediately sent off to London. At night, the wind increased to a hurricane, at S.E. with a rolling sea; and, at 2 A.M. on the 5th, the Growler, which was lying between the island and the main, parted one of her bower cables, fell across the hawse of the Orestes sloop of war, Lieutenant Read, and lay for a considerable time with her keel athwart both cables of that vessel. After every exertion had been made to disengage the ships, a violent squall brought the Growler alongside the Orestes, in which position their heads and sterns were so closely in contact, and the cable of the former ship, and those of the latter, were so entangled together, that it was considered necessary, for the preservation of the two vessels, and their crews, to set the Growler adrift, with the hope that she might be enabled to run for safety either up Hamoaze, or into Catwater; otherwise both vessels must have gone on the rocks, to which, by this time, they had nearly approached. Previously, however, to setting the Growler adrift, the master of the Orestes offered his assistance to pilot her into Hamoaze; and, as the Growler was now so close to the shore, that there was no probability of her being brought up by the sheet anchor, had she let it go, springs were fastened on her bow and quarter from the Orestes, and her sails were set, in order to cast her head towards Catwater; but all endeavours for this purpose proved ineffectual, the flood tide being on the starboard bow, and the wind right aft; nor could the Growler, in this situation, have won in time to clear the rocks. When sent adrift she reached nearly as far as the German Rock, which she endeavoured to round, but the wind headed her at this instant with irresistible force, and she missed stays. Her sheet anchor was then let go, but by this she rode only a short time, when, parting her cable, she grounded on the beach, a little to the eastward of Firestone Point. Her masts were next cut away, which eased her so much, as

to enable her to float off the next tide, and she is now in dock, undergoing the necessary repairs.—Most happily no lives were lost.

About the same time that this accident befel the Growler, a brig ran on shore in Deadman's Bay, Catwater, and soon went to pieces. The crew were saved.

A BRIG, NAME UNKNOWN.

"On Wednesday morning last," says a Plymouth letter, of the 8th of October, "a brig was observed in great distress between Portreath and Hayle. About ten o'clock, she went on shore a little to the eastward of Hale-bar; and, shortly after, the captain, who belonged to Looe, and whose name was Davis, together with the mate and two boys, were washed overboard and drowned. Two men, all that remained of the crew, were observed by the persons assembled on the beach, to get into the rigging, one on the fore-mast, and the other on the main-mast. In this dreadful situation they continued for some time, every wave completely covering them. The main-mast soon went by the board, carrying with it the unfortunate seamen who had taken refuge on it. Just at this time, a native of St. Ives, who is a very expert swimmer, stripped on the beach, and, to the astonishment of all present, resolutely plunged into the waves, then going mountains high, carrying with him the end of a rope, which he purposed to fasten round the men on board, and thus enable the persons on shore to extricate them from their perilous situation. This intrepid and humane individual had nearly reached the vessel, when the end of the rope slipped from him, and he was seen for some time endeavouring to gain the wreck of the main-mast, to which the almost drowned mariner still clung. At length he reached it, and as each wave washed over them he was seen cheering the poor fellow, by clapping him on the shoulder. On seeing the danger to which all three were now exposed, a young man, of Hale, named Burt, in opposition to the intreaties of his father, who trembled for the safety of his son, braved the fury of the storm, plunged into the billows, and providentially succeeded in conveying the rope to the first adventurer, who immediately fastened it round the almost exhausted sufferer on the main-mast, and having also fastened to him a rope from the ship, he was drawn on shore by the people on the beach. The other seamen on the fore-mast were got on shore in the same manner, and lastly their intrepid deliverers."

NAVAL ARCHITECTURE.

LAUNCH OF THE UNION.

THE Union, of 98 guns, built under the inspection of Mr. Joseph Tucker, was launched at Plymouth, on Monday, the 16th of September.

At half-past one P.M. the gates of the dock-yard were thrown open to the thronging multitude, and from that period, to the moment of the launch, a stream of spectators was perpetually flowing to the scene of curiosity. With that attention which characterizes the conduct of the venerable Commissioner Fanshawe on all occasions, every thing had been most admirably arranged for their convenience. At twenty-five minutes past four, the usual ceremonies in naming the ship having been performed by Miss Williams, of Scorrier House, the dog-shores of the Union were knocked away, and with a majesty impossible to be described, she spurned the waters of the receding tide, and soon rode triumphantly on that element, of which she is so magnificent an ornament. The *coup d'aîl*, at the awful and impressive moment of her departure from the stocks, was truly electrifying; the rapidity, yet dignity of her course, the concourse of spectators, not only in the dock-yard, but on Mount Wise, the Devil's Point, the Obelisk of Mount Edgecumbe, and other eminences, the waving flags of all nations on the ships and numerous boats of various descriptions, left admiration totally bewildered, while shouts of acclamation, from fifty thousand voices, combined with the melody of several bands of music, gave such an interest to the joyous scene, that the hearts of all present were united, for once, in one general inspiration.

The Union is built after the model of the Victory, and, in the points of external form, and convenience of internal arrangements, is spoken of as the *non-pareil* of the British navy.—The following are her dimensions:—

| | <i>Ft.</i> | <i>In.</i> |
|--|------------|------------|
| Length from the after side of the taffrel, to the fore side of the figure head | 221 | 9 |
| Length on the gun-deck | 186 | 0½ |
| Length of keel for tonnage | 153 | 1 |
| Breadth extreme | 51 | 4½ |
| Moulded | 50 | 7½ |
| Depth in hold | 23 | 0 |

Burthen in tons..... 2149 17-94.

Guns.

| | | |
|--------------------|----|----------------------|
| Lower deck | 28 | Thirty-two pounders. |
| Middle deck | 30 | Twenty-fours. |
| Upper deck | 30 | Twelves. |
| Forecastle | 2 | Eighteens. |
| Quarter deck | 2 | ————. |

Besides carronades.

The cabins in the stern of the Union are most elegantly decorated with cedar, and the workmanship displayed throughout the whole of the ship has, perhaps, never been surpassed. The figure head comprises a bust of our good old king, with a *cornucopia* on each side of a shield, allusive to the union. In the centre of the stern is another shield, containing the motto "*Tria juncta in uno*," and the rose, thistle, and shamrock,

entwined together, besides other appropriate devices; the whole of which owe their beauty and splendour to the taste of Mr. Dickerson.

The subjoined calculation of the expenditure of timber, in a 74-gun ship, has been made, as applicable to the Union :—

A 74-gun ship swallows up nearly, or full, three thousand loads of oak timber: a load of timber contains 50 cubical feet, and a ton 40 feet; consequently, a 74 gun ship takes 2000 large well-grown timber trees, perhaps two tons each. The distance recommended for planting trees, is 30 feet, but supposing trees to stand at the distance of two rods, (33 feet) each statute acre would contain 40 trees; of course, the building of a 74 gun ship would clear the timber of 50 acres: even supposing the trees to stand one rood apart (a short distance for trees of the magnitude above-mentioned) it would clear twelve acres and a half—no inconsiderable plot of ground.—The complaints relative to the decrease of our timber, are not to be wondered at under such circumstances; but this calculation points out to landed proprietors, the necessity and *patriotism* of continually planting more trees, to supply our future wants.

LAUNCH OF THE INSOLENT, GUN-BRIG.

THE Insolent, gun-brig, a very fine vessel of her class, was launched from Plymouth dock-yard on the 16th of September, about an hour prior to the launch of the Union.

LAUNCH OF LA HOGUE.

On Thursday, the 3d of October, La Hogue, a 74-gun ship, was launched at the King's yard, Deptford, amidst thousands assembled to witness the ceremony. The launch was, as usual, decorated with the Royal Standard, the Union, St. George's Ensign, and the Admiralty Flag. She is a fine ship, and appeared a finished model of neatness: The stern and quarter-galleries are remarkably plain, but not less handsome on that account. Her cutwater is surmounted by a Lion crushing the Gallic Cock. The device is of course appropriate, but the figure itself, in the opinion of many who have an eye to naval architecture, is not sufficiently prominent. She is painted with a black streak. About two o'clock she moved off the slip with fine effect while a band of music played "Rule Britannia!" and at the instant her bows touched the water, a bottle was thrown by one of the Lords of the Admiralty, to name her La Hogue. A shout from the multitude, with hats off, invoked Neptune and Mars to make her victorious. It was a shout of British exultation, and the effect was, of course, beyond expression. On the whole, there never was a finer launch seen. La Hogue has been more than four years building.*

* Most of the readers of the NAVAL CHRONICLE are aware, that many ships in our navy are prizes taken from the enemy, and retain their original names, as

LAUNCH OF THE MAIDSTONE.

On Friday, the 18th of October, the launch of the Maidstone took place, at the King's yard, Deptford.

The Maidstone is a beautiful roomy frigate, of 36 guns, built upon a new principle, which has been already tried in more than one instance, and found to answer extremely well. On taking out the pins, the knees work at sea, and thus, by a diminution of resistance to the angry element; a diminution of danger is effected.

Contrary to custom, the Maidstone presented her head to the water; and it was soon thronged with a multitude of youngsters, in all probability chiefly consisting of aspirants to naval honours, inasmuch, that the shoulders of a female bust, by which it was ornamented, were put in requisition.

The launch took place, not in the river, but in a basin within the yard, on one side of which lay the King's yacht, her quarter-deck arranged, as was understood, for the reception of her Royal Highness the Princess Charlotte of Wales, who, however, did not arrive. Several rows of benches, rising above each other like those of a theatre, were erected at one corner of the basin, covered with marine flags, and having an awning of the same; these were occupied chiefly by well dressed women.

The gates of the yard were opened at one o'clock, for the admission of spectators; and, about two, several persons of distinction, amongst whom were the Hon. C. Yorke, First Lord of the Admiralty, and his brother, Admiral Sir J. S. Yorke, went on board the yacht.

At a quarter after two, the vessel was named, in due form; and, at half after two, a bell having been rung as a signal, the few supporting timbers that remained under her were knocked away, and a pause of anxious

with them are associated the proud recollection of the mode in which they became ours. Others, for instance, the Trafalgar, the Agincourt, the Poitiers, &c. are of English structure, but so named in commemoration of the scene of some great victory. Of the latter description is la Hogue. The town of la Hogue is a sea port of France, in the Channel, near Barfleur. Edward Russell, grandson of Francis, 4th Earl of Bedford, was, in 1690, appointed admiral of the blue, and advanced to the command of the Channel fleet; and, on May 19, 1697, he obtained a signal victory over the French fleet, under the command of Mons. de Tourville, at La Hogue: in the pursuit (besides six considerable ships burnt by Vice-admiral Delaval) he destroyed 13 of their men of war, and several of their transports. This achievement, though very difficult and dangerous, was performed with such conduct and firmness, that they took possession of several of the enemy's ships, and drove the French, with their own guns, from their platforms and batteries on shore; and all this in sight of the French camp, which lay ready to invade England.—The gallant admiral was, in 1697, created Baron of Shingay, in Cambridgeshire; Viscount Barfleur, in the Duchy of Normandy; and Earl of Orford, in the county of Suffolk. The Earl died November 27, 1727, without issue, when these titles became extinct.

expectation ensued. At length she began to move her head gently, descending into the water, which from the slightest ripple, swelled, as she advanced, into an ample surge, while with a corresponding graduation, the murmurs of the multitude rose into a peal of acclamation.

She now reached some large beams, joined by slender pieces of wood laid athwart them, and stretched across the basin for the purpose of furnishing a gradual resistance to her progress.

These crashed and yielded, as she bore down upon them, like a squadron of Boulogne gun-boats. When she was within a few yards of the bank, where a considerable portion of the crowd was stationed, she gave a sudden plunge, which had a fine effect, the water rising in foam nearly to her gunwale; the people at her prow cheering and cheered by those below, on whose heads they seemed descending.

She rose again majestically, and in a very few moments became as motionless as though she were still upon the stocks. The clamour having ceased, the popular air, *Rule Britannia*, which the band of the Tower Hamlets had struck up on the signal being given, now broke upon the ear; and contributed to keep alive the enthusiasm which had been excited by a spectacle most peculiarly calculated to thrill the chords of British feeling.

The weather, which was more like that of July than October, contributed its quota to the general pleasure that was experienced.

NAVAL LITERATURE.

The Siege of Acre. A Poem. In four Books. By Mrs. COWLEY. 1810.

THIS is a new, and greatly amplified edition of a poem, which was sketched, and published in a rough state, as far back as the year 1800; and, what will much enhance its value, with many readers, Sir Sidney Smith's admirable Gazette Letters, written during the siege of Acre, are prefixed.

"This Poem," observes the Editor, in his preface, "celebrates one of the most important events of the French expedition under General Buonaparte to Egypt and Asia—the effectual stop put to their progress, through British aid, at Acre.

"Never was an expedition planned on a scheme so vast, or the expectation of mankind alarmed by so high a note of preparation, whether considered with relation to the object, the number of the troops, and their extraordinary accessaries, the historians, the naturalists, the chemists, &c. who accompanied them, or the celebrity of the general who commanded.—'And he to fail,' and on a coast too, not like those of Europe, on which distinct and effective armies may present themselves from each direction against an enemy who lands; and so thoroughly fail, that his army was not merely deprived of its object, but was unable even to withdraw itself,

except on terms made with the British army that had reached and beaten it, after it had been compelled to retreat into Egypt within its reach, and was abandoned to its fate by its general.

“ The Poem was written after Buonaparte had abandoned his army and returned to France, but before the English army had beaten it in Egypt; at a time, therefore, when the military event of the expedition of the highest import was—the defence of Acre. The author’s object was, whilst threats of invasion were revived, to assist in teaching Britons—themselves, before the proofs which have been given, under Sir John Stuart, at Maida, and *repeatedly* under Lord Wellington, in Portugal and Spain, had dissipated ‘ the dastardly doubt ’ which had existed in the minds of a few, whether Englishmen on shore could keep their accustomed lead of their enemy, notwithstanding his improved state—and conquer those whom others cannot resist.”

“ In corroboration of Sir S. Smith’s statement, that Acre was not defensible according to mere rules of art, may be adduced the following extracts from Volney :—

“ ‘ The port of Acre is one of the best situated on the coast, but it is greatly choaked up. The fortifications, though more frequently repaired than any other in Syria, are of no importance, there are only a few wretched towers near the port, on which cannon are mounted, but these rusty iron pieces are so bad, that some of them burst every time they are discharged. Its defence on the land side is only a garden wall without a ditch.’—p. 97.

“ ‘ The palace of Dahir (meaning the fort) with its lofty and slight walls, and its narrow ditch, is incapable of the smallest defence. Four field pieces would demolish the walls, and the wretched cannon mounted upon them at the height of fifty feet. The wall of the town is still more feeble; it has neither fosse nor rampart, and is not three feet thick.’—(*English Translation, Vol. II.*)

“ The attack on Acre being in the European routine, and not adapted to the particular subject, an improving refuge during a great part of the siege was created for the garrison behind the accumulated rubbish of the high thin walls, not in themselves capable of resisting cannon, but their rubbish becoming so by being battered down in unnecessary quantities.”

We have given the above extracts from the Preface, as presenting the best general idea of the nature and subject of the Poem. On a future opportunity, we shall lay before our readers some specimens of Mrs. Cowley’s poetical talents; for the present, only observing, that the work is such as may with a safe conscience be recommended to the perusal of our brave sailors, and of all who delight in the naval and military prowess of their country.

Naval Poetry.

PLEASURES OF THE NAVAL LIFE.

A POEM, in three Cantos, bearing the above title, by Mr. Thomas Downey, surgeon of H. M. S. Thisbe, is in the press. In the progress of the work, which consists of about 3000 lines, it has been the author's object to place, in an interesting and dignified view, the pleasures which arise in the course of maritime employment. Those more immediately incident to the life of the commercial seaman are first noticed; next, those of the hero who fights his country's battles. Sketches of the general naval engagements, during the last and present war, are introduced; and the Poem concludes with the last labour of the immortal Nelson.

We have been favoured with the following excerpts from Mr. Downey's Poem; which, it is presumed, will be acceptable to the readers of the NAVAL CHRONICLE. When published, it will most probably come under our farther notice.

(FROM CANTO I.)

River Thames.—City of London.

FRESH blows the breeze. We stem, old Thames! thy tide;
Imperial current! Albion's joy and pride!
On thy paternal stream Adventure spreads
Her sail, and Plenty ever crowns thy meads,
That, gently sloping, meet the woodland scene
Touched with the brightest tints of vernal green:
The foliage here in front of deepest shade;
The opening vista there and sunny glade;
And oft, where taste with chastened art combines,
In transient view retired the mansion shines;
And harvests wave; and glittering spires appear
In gay succession as we swiftly steer.

The busy wharf now frequent to our eyes,
Behold, at length, of masts a forest rise!
Where Industry, with bold unwearied hand,
Scoops her vast docks receding from the strand,
And proudly moors, secure from every wind,
Her fleets with treasures fraught from either Ind:
Yet scarce the seaman's nicest art avails,
In wheeling course, to shun the countless sails
Of various realms, whose jostling barks display
Their rival flags, and crowd the watery way:
While shouts of toil from swarming decks resound,
And labouring thousands on the shores around.

Here bright Augusta, from her throne sublime,
Views at her feet the gifts of every clime;
And Freedom by her side exulting stand,
And Commerce pouring blessings o'er the land.
Hail, Queen of cities! famed through many an age!
Long may thy glories fill th' historic page:
Long may thy sons, for liberal traffic known,
Thy produce fearless bear to every zone!
Dear to thy fostering King and matchless laws,
Long may thy power support their sacred cause!
Long, for unsullied faith, thy merchants' fame
'Midst envying states, its proud precedence claim!

(FROM CANTO II.)

Making sail in Chase.

Lo! with the first faint blush of morning light,
The distant sail just gleaming on the sight,
How shrill a blast the boatswain's whistles blow!
And rouse the slumbering seamen from below.
"All hands make sail!" at every hatchway sounds,
"All hands make sail!" from stem to stern rebounds;
As quick from sleep aroused, unnumber'd hands
Spread o'er the deck, and wait their chief's commands:
These to their tacks and halliards soon repair,
While those with flying footsteps mount in air:
The enfolding gear o'erhaul'd, the braces slack,
Of either course on board they drag the tack;
To leeward then in emulation fleet
They run, and haul the less reluctant sheet:
Then quick their halliards mann'd, and downhauls clear,
The stay-sails mounting in the wind appear,
And jib, loud flapping, ere by sheets confin'd,
While, stretcht immense, the spanker spreads behind.
Meantime on every yard the topmen floun,
Their points cast off, and ease their earrings down;
Then fast on deck descend, and hoist away
With cheerful toil, save those aloft that stay,
Clewlines and buntlines careful to attend,
While gliding swift the swinging yards ascend.
No pause of duty.—At their leader's call,
The younger hands top-gallant-sails let fall,
These sheeted home, they climb the yards on high,
And set their flying royals in the sky.

Now sharp their lower-yards the seamen brace,
And bring the mark with labour to its place;

Each loftier weather yard-arm taught to know
 Its post, inclines abaft the next below :
 But first their back-stays tend the busy throng,
 And haul the bowlines taut with cheering song ;
 Each lift, each guy secure, each leeward brace
 They check ; and all enraptured urge the chase,
 The distant vessel scarce to flight resign'd,
 At length unfolds her canvass to the wind :
 With speed increas'd her swift pursuer glides,
 And o'er the flashing billow bounding rides ;
 Along her sides the flashing billows play,
 And all her decks are wet with foamy spray ;
 While, anxious in their posts, her leaders oft
 Regard each mast that trembling bends aloft.

(FROM CANTO III.)

Combined Fleets leaving the Port of Cadiz,

When southward far, the glorious orb of day
 On Autumn pour'd serene his mildest ray ;
 Where Gades' towers reflect his evening beam
 In soften'd glow o'er Bætis distant stream,
 The Gallic and Iberian pow'rs, combined,
 In eager hope await the rising wind.
 Favonius breathes.—Intent on high designs,
 They leave the port in proudly marshal'd lines,
 Leading the fleets a Gallic chief appears,
 His flag the stately *Formidable* bears ;
 Follows the *Sainted Anne* ; her seamen brave
 Exult as swift she glides along the wave ;
 In equal beauty rides the *Bucentaur*,
 Whose long-experienced chief directs the war ;
 Full on his beam the bold *Asturias* keeps,
 And stems with steady prow the rippling deeps :
 Next *Algesiras* comes, whose ample frame
 From Gaul's inglorious triumph drew her name,
 But in the midst, attracting every eye,
 Lo ! *Trinidad* rears her flag on high !
 No ship, of all that circle Europe's coasts,
 Such giant bulk or threatening cannon boasts :
 From loftier masts her sails o'erhang the wave ;
 A longer keel the burthen'd waters lave ;
 More ponderous bolts her dark recesses store ;
 And in her broadside deeper thunders roar.
 By sculpture's too presumptuous art impress'd,
 Aloft a mystic figure * stands confest,

* Designating the Trinity.

Her awful prow the sacred image crowns ;
And in quadruple tiers th' artillery frowns.

Such were the ships the leading Chiefs that bore :
The rest in long procession steer from shore,
Till night descending, in her shadowy veil
Involves each glittering flag and shining sail :
The port then clear'd, the navy bears away
To seek the Streights that bound the midland sea.



SIR SIDNEY SMITH ; OR THE GEM OF RENOWN.

(BY DR. HOULTON).

I.

SAYS Fame t'other day to the Genius of song,
A fav'rite of mine you've neglected too long ;
He's a sound bit of oak, a son of the wave,
The scourge of dire France, Sir Sidney the brave ;
Whose wreath from his country, the Hero's bright crown,
The Grand Sultan decks with the Gem of Renown.

II.

Madam Fame, cries the Genius, no Bard in my Train,
Of Sir Sidney's desert can equal the strain,
Buonaparte alone can best sing his merit,
His laurels and glory, his valour and spirit ;
Whose wreath, &c.

III.

Neptune swore it was true, for so active was he,
That he never can rest, with Sir Sidney at sea ;
As some feat or other he's always performing,
Either burning or sinking, or capt'ring or storming ;
Whose wreath, &c.

IV.

Master Neptune, said Mars, I claim, as my Son,
A share of the glory Sir Sidney has won ;
Though a brave British Tar, as a Soldier he'll fight,
All Egypt resounds, from the morning till night.
Whose wreath, &c.

V.

Since Fame and their Godships thus jointly agree
Sir Sidney's a Hero on Land or on Sea,
With justice, brave Turks, from so bright an example,
Proclaim him, " the Wonderful Knight of the Temple."
Whose wreath, &c.

VI.

While George of Old England, and Selim the Great,
 Hold firm their alliance, 'gainst Gaul-Hydra State
 The Lion and Crescent triumphant shall reign,
 And Sir Sidney do honour to both o'er the Main.
 Whose wreath, &c.

 Marine Law.

COURTS MARTIAL.

AUGUST 30.—A court martial assembled on board H. M. S. *Hibernia*, at sea (off Toulon)—President, Rear-admiral Sir Rd. Goodwin Keats, K.B. The Court proceeded to the trial of Mr. John M'Arthur, purser of H. M. S. *Volontaire*, on charges preferred against him by Lieutenant Shaw, 1st of the said ship, namely—Disobedience of orders; disrespect to him; and mutinous expressions at the gun-room table of the said ship. Captain the Hon. George Granville Waldegrave, prosecutor. The Court having been duly sworn, the prisoner read a paper, purporting, that he had been put into arrest at the time the offence was said to have been committed, and continued in arrest for the space of fourteen days; that, wishing to avoid a court martial, he purposed making an apology, which was acceded to, and he accordingly did make an apology on the quarter-deck of the said ship, in the presence of Captain Nourse (who then commanded the *Volontaire*) and all the officers who were present at the time the alleged offence was said to have been committed: that, in consequence of the said apology, he was released from his arrest, and continued in the full execution of his duty; that he dined at the captain's table in turn, according to the usage of the ship; and that he humbly conceived the humane intentions of the law would be frustrated, if he were, under such circumstances, *amenable to a court martial*; and, therefore, begged to submit these considerations to the honourable court. The court was cleared for deliberation; and, on opening, Captain Nourse was called and sworn; he fully corroborated the foregoing statement. The court, therefore, without going further into the business, adjudged the prisoner to be *acquitted*.

August 31.—A court martial was held on Mr. Jestus Hall, boatswain of H. M. S. *Primrose*, for the constant practice of gaming, and drinking with the ship's company, and for having used seditious words, and encouraged others to desert, and for disobedience of orders. He was sentenced to be dismissed from the *Primrose*—rendered incapable of ever serving as an officer again—and to serve in any other situation the commander-in-chief shall direct.

A court martial has been holden at Portsmouth on Mr. George Major, surgeon of the *Stromboli*, for contempt and insolence to Lieutenant

Ellerby, of the same ship. He was found guilty, and sentenced to be dismissed from the service:

SEPT. 26.—A court martial was holden on board the *Salvador del Mundo*, in Hamoaze, for the trial of John Lake, a seaman, belonging to the *Colossus*, for mutiny. The charge being fully proved, the prisoner received sentence of death.

30.—A court martial was holden on Mr. Wm. Mustard, carpenter of H.M.S. *Barbadoes*, for being intoxicated three times, when watching the enemy off Cherbourg. The charge being proved, he was dismissed from his office of carpenter, rendered incapable of ever serving as an officer again, and ordered to serve in such other manner in his Majesty's navy as the commander-in-chief shall direct.

A court martial has been holden on board H.M.S. *Raisable*, in Sheerness harbour, for the trial of Lieut. John Cheshire, of H.M.S. the *Grampus*, on the under-mentioned charges preferred against him by Wm. Hanwell, Esq. captain of the said ship, viz. For insolence, contempt, and disrespect to him on the 11th of April last: and for similar conduct, coupled with neglect of duty, on the 15th of the same month. The court were of opinion that the charges were unfounded, and did therefore *acquit* the said Lieutenant John Cheshire of all and every the said charges.

OCT. 1.—At another court martial, on board H.M.S. *Raisable*, in Sheerness harbour, William Pennington, private royal marines, belonging to his Majesty's prison ship *Kron Princen*, lying in Gillingham Reach, was tried on a charge exhibited against him by Lieutenant T. S. Osmer, commanding officer, viz. for deserting from a boat while on duty, being the second time within five months. The court having maturely and deliberately considered the evidence adduced on the part of the prosecution, as well as what the prisoner had to offer in his defence, were of opinion, that he was guilty of the crime laid to his charge, and did therefore sentence him to receive 150 lashes on his bare back, at such times, and alongside such ships, as the commander-in-chief shall direct; and that he should be mulct of all the pay that might be due to him, and recommended his being removed from the *Kron Princen*, and embarked in a ship going to sea.

Another court assembled on board the *Raisable*, this day, for the trial of Captain Alexander Rennie, of his Majesty's sloop *Trinculo*, upon certain charges exhibited against him by Lieutenant John Hill, late first lieutenant; viz. repeated drunkenness, and for a flagrant breach of the 10th, 12th, and 13th articles of war. After hearing part of the prosecution, the court adjourned.

OCT. 2.—The court reassembled on board the *Raisable*; and, after the whole of the evidence had been received, the court agreed, that the charges were unfounded, and did therefore fully *acquit* Captain Renny of all and every one of the said charges exhibited against him; whilst they were at a loss for words to mark the malice, perversion of truth, and insubordination, which appeared to have pervaded the officers of the *Trinculo*.

Oct. 7.—At a court martial holden at Portsmouth, Lieut. Robert Patty, of H.M.S. Danemark, was tried for having been absent without leave; for indecent conduct in his cabin; and for having ordered the master-at arms to give him 1*l.* of the money belonging to James Case (a boy), and appropriating the same to his own use. Lieutenant Patty was sentenced to be dismissed from H.M.S. Danemark, and placed at the bottom of the list of lieutenants of the royal navy.

Edward Eaton, seaman, of the Wolverine, was tried for absenting himself without leave, and for aiding in running away with the ship's boat—300 lashes.

Robert Larry, seaman, of the Venerable, was tried for attempting to desert, disobedience of orders, and striking his superior officer.

12.—William Friend Coombes, seaman, of the Danemark, was tried for writing an anonymous letter, in the name of the ship's company, complaining of ill treatment. He was acquitted.

16.—On board the Salvador del Mundo, in Hamoaze, Mr. Robert Bruce, carpenter of H.M.S. Dauntless, was tried for absenting himself without leave, neglect of duty, and retarding the equipment of the ship. The charges were in part proved against the prisoner, and he was in consequence adjudged to be dismissed his situation of carpenter in his Majesty's navy, and to serve before the mast on board such of his Majesty's ships at the commander-in-chief at Plymouth should direct.

17.—By another court martial, holden on board the Salvador del Mundo, Joseph Stokes, (alias Josiah Stokes) private marine of the Stork, was tried for desertion.—The charge being proved, the prisoner was sentenced to receive 100 lashes.

John Sayce, Thomas Uncles, and John Holland, three marines of the Diana frigate, were then tried, for having used expressions tending to stir up a disturbance, and create disquiet in the ship. The charge was adjudged to be proved against Sayce, who, in consideration of favourable circumstances, was only sentenced to be confined in the Marshalsea Prison for the space of 3 calendar months. The prisoners Uncles and Holland were acquitted.*

* Previously to this trial, the crew of the Diana had been drafted into the flag-ship, at Plymouth. The reason of this draft was, the receipt, at the Admiralty, of a letter from one of the crew, writing in the name of his shipmates, and complaining of ill usage. The Lords of the Admiralty sent down an order to inquire into the circumstances; and the officers appointed beginning at the top of the list of the crew, demanded of each man if he had written the letter? Many in succession answered no; but at length a man boldly avowed it. Being asked if he wrote it at the desire of the crew, he answered in the affirmative. The officers appointed to examine them began the list again, and asked every man, if the letter was written at his request; to which they all answered in the affirmative. The three marines mentioned above were sent on board the Salvador for trial, for having demanded why they were not drafted as well as the seamen.

OCT. 18 and 19.—A court martial was holden on board H.M.S. *Raisonable*, in Sheerness harbour, for the trial of the late Acting-lieut. Croke, on the under-mentioned charges, exhibited against him by Captain Alexander Renny, of H.M.S. *Trinculo*; viz.—For contempt upon the 29th of July, 1811; also for unofficer-like conduct to a centinel, while he himself was under arrest; for making use of improper language in the gun-room, the 15th of August, 1811; and for being one of a combination against him, the said Captain Renny.

The court having very maturely and deliberately weighed and considered the evidence produced in support of the charges, as well as what the prisoner had to offer in his defence, were of opinion, that he was guilty of the two first charges alleged against him, but acquitted him of the two latter, and adjudged him, the said Mr. Croke, to be incapable of promotion for two years; to serve on board such ship as the commander-in-chief may think fit to direct; and that he be admonished to be more circumspect in his conduct for the future.

On the 9th of October, a ballot was taken at the East India House, for the determination of the following question; viz.

“That this Court confirm the unanimous resolution of the Court of Directors, of the 11th of September, 1811, whereby the commander and owners of the late ship *Earl Camden*, are fully acquitted from all imputation of neglect or misconduct in respect to the loss of that ship.”

At six o'clock the glasses were finally closed, and delivered to the scrutineers, who at an early hour reported the same to have passed in the affirmative.

NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

WE have the gratification of recording the capture of two more French frigates—the *Astrea* and *Renommée*; of which the following are some particulars:—On the 21st of June, 60 leagues to the southwest of the Isle of France, the *Fox* spoke H.M.S. *Harpy*, Captain Bain, who informed her, that an action had taken place off Tamatavé, in the Isle of Madagascar, between the *Astrea*, *Phœbe*, and *Galatea* British frigates, and the *Clorinde*, *Astrea*, and *Renommée* French frigates, and that after a severe action, the two last mentioned French frigates were taken, but the *Clorinde* made her escape. One of the prizes had arrived at the Isle of France before the *Harpy* left it; the other was in Tamatavé, rigging jury-masts. They had each 200 troops on board, for the relief of the Isle of France. They had communicated with the island, but on hearing that we were in possession of it, they made two attempts to land and re-take the Isle

of Bourbon, but were repulsed. The action was fought at night. According to private accounts, the *Galatée* lost between 50 and 60 men.

The *Clorinde* arrived at Brest on the 24th of September; on which day she had a very narrow escape from the *Tonnant*, which chased her through the Saints, and would have run her down, had not a violent squall carried away her fore-top-gallant-mast, by which means the enemy got off. The *Tonnant* had fired three broadsides into her.

On her passage from Madras, the *Clorinde* captured the *Swallow* Jamaica packet, when within a week's sail of Barbadoes. Captain de St. Cricq, after taking what he thought proper out, chiefly eatables and drinkables, of which he was in great want, some sails and cordage, gave up the packet to the captain, (and she arrived at Falmouth on the 28th of September, having some poultry, plenty of wine, porter, and spirits, and salt provisions, remaining) not suffering the sailors to plunder the packet's crew. He behaved very handsomely. The *Clorinde* bore evident marks of having been severely handled. There was a box of plate, value 440*l.* on board the *Swallow*, for General Morrison, of Jamaica, which narrowly escaped the Frenchmen.—Captain de St. Cricq's report of the proceedings of the *Clorinde*, will appear in a subsequent part of this Volume.

By the *Fox* frigate, which brought the news of the capture of the *Astrea* and *Renommée*, we learn, that the last division of our expedition against Batavia, sailed from Madras on the 29th of April. Commodore Broughton had assumed the chief command of the squadron in the Indian Seas, and had appointed R. Festing, Esq. to be captain of the *Illustrious*. The governor-general had embarked on board the *Modeste* frigate.

The *Dover* frigate, Captain Tucker, has been lost in Madras Roads. The *City of London*, which came under convoy of the *Fox*, fell in with the Indian soon after leaving the Sand-heads; and from that ship she learned, that, on passing Madras Roads, the Indian saw the *Dover* and some merchant vessels on shore; but with respect to the fate of their crews she knew nothing.

The *Dover* had not long returned from her successful expedition against the Spice Islands; for which the officers and crew (if preserved) will have to share very considerable prize-money.

The Gazette of October 5, contains an order in council, revoking a previous order of 12th April, 1809, by which the subjects of countries in amity with Great Britain, were permitted to trade in their own vessels with the Cape of Good Hope and its dependencies, and declaring, that from and after the 12th of April, 1812, the trade with that country shall be carried on in British vessels only. It is, however, provided, that ships belonging to states in amity with Great Britain, may enter the ports of that settlement for repairs and refreshment, and, under such circumstances, a part of the cargoes may be disposed of to defray expenses: such vessels also being laden with provisions and furnished with licenses, which the governor is permitted to grant, are also allowed to enter the said ports.

Buonaparte reached Amsterdam, in the progress of his coasting tour,

on the 9th October; and is believed, by this time, to have returned to Paris.

Admiral Young, the commander-in-chief of the North Sea Fleet, with Rear-admiral Sir Richard Strachan, and Vice-admiral Ferrier, arrived in the Downs on the 18th of October, with 13 sail of the line, from off Flushing. The blockade of the Scheldt, except by a small squadron, for the purpose of observation, being for the present suspended. It is generally understood, that the French fleet which was assembled at Flushing, is gone up the Scheldt towards Antwerp, not being sufficiently manned and equipped for the sort of service they might have encountered if they ventured out to sea.

A letter from Deal states, that, by the sudden shifting of the sand, a bar has risen at the entrance of the Texel, which renders it impossible for the squadron in that harbour to come out. The following is an extract from it:—

Deal, Oct. 6.—Probably you may have heard the following, which came by the Dover pilot, which is returned into the Downs, with the Constitution, American frigate, with which he has been to Holland:—On their arrival off the Texel, they made a signal for a pilot to take them in, and on inquiring what water they drew, was told 19 feet; on which the pilot told them there was not sufficient water for them; and on being asked what they meant to do with the six men of war and a frigate which they had in there, on board of one of which was an admiral's flag flying, was told that at present it was impossible for them to get out, as the bar had lately grown up three feet."

This, indeed, would be a very effectual and convenient mode of blockade for us; but we fear that the new obstruction, if any, is not so great as it is represented.

The following particulars relative to the Boulogne flotilla have been received:—The flotilla consists of 16 ships (praams) with 12 24-pounders, and 112 men each; 28 brigs, with false keels, from six to eight 24-pounders, and from 70 to 80 men: eight schooners, of 13 guns and 40 men each, and 300 gun-boats, with two 24 pounders, and 26 men each; the sailors chiefly Flemish and Dutch. Five hundred impressed men lately arrived from Holland. Several gun-boats out of repair. The crews are mustered on shore every Sunday, and taught infantry movements.

Buonaparte has issued a decree, for a maritime conscription, in the Hanse Towns. A Hamburg article, dated September 30, also says—"By a decision of the commission of government, dated the 27th instant, all proprietors of ships, of whatever description, are ordered to furnish, within a specified time, to government, a declaration of such ships, their description, tonnage, the port to which they belong, and the place where they are at present. The ships, the proprietors of which have not complied with these formalities, shall be placed under sequestration, until their condemnation be pronounced."

" On the 13th of September, the King of Denmark issued the following Edict :—

" That any Danish ship which may be taken by the enemy, but not carried into an English port, or into any other port at present in possession of the enemy, and consequently not condemned by a sentence of the Court of Admiralty of Great Britain, but merely sold to the subjects of some foreign power, shall, on such vessel entering into any Danish harbour, either during the war, or after peace being concluded, be delivered up to the Danish owners, or if detained at sea during the war by Danish cruisers, shall be considered as a reprisal."

Four transports, with ammunition, which went up the Baltic a short time since, have returned to England with their cargoes. This is considered rather as a temporising measure, on the part of the Emperor of Russia, to amuse Buonaparte, than as a proof of the termination of differences between the Courts of St. Petersburg and St. Cloud. A Northern war continues to be expected by many.

In consequence of an alarm of invasion, the islands of Jersey and Guernsey have been put into a state of complete defence.

Sir Home Popham has just completed a new code of signals, which extends and amplifies his former code. The Admiralty have adopted it, and it is printing for their exclusive promulgation.

The signal-posts established on the coast, for observing the enemy's cruisers, are undergoing a complete revision by Admiral Browne.

The following is said to be the substance of the Quarterly Report of the Queen's Council, holden at Windsor, on the 5th of October :—

" That from the late symptoms of his Majesty's disorder, although there may be an eventual prospect of recovery ; yet, from the increased irritation on several late occasions, they are by no means so sanguine as they were when they made their last Report."

Parliament is not expected to meet, till after the 5th of January, the day on which the next Quarterly Report will be made. It is understood, that the first business of the Session will be to remove the Regency restrictions.

We learn, by the American papers, that the Deputies from the different provinces of Spanish America, who assembled at Venezuela, in April last, have terminated their deliberations by a declaration of independence, and have agreed to form a Federal Commonwealth. The provinces which form this new state are, the Caraccas, Cumana, Barinas, Margaralta, Barcelona, Merida, and Truxillo. A proclamation, issued at Venezuela, on the 5th of July, contains the grounds on which these provinces have separated themselves from Old Spain ; assigning the present state of Spain as the *ratio justifica* for the dissolution of the ancient connection. The name of General Miranda appears amongst the signatures. The declaration does not establish any constitution ; but merely asserts the right of the provinces to form one. There is no appearance in it of any bias towards France.

Sicily has assumed a new and serious aspect. Lord William Bentinck,

our ambassador at the court of Palermo, suddenly and unexpectedly arrived in England, about the end of September; but he has since returned to Sicily, with new and enlarged instructions. Much party dissention prevails in the island; and a leaning to the French interest, on the part of the Queen, is strongly suspected.

Admiral Apodaca, the Spanish ambassador, left London, for Portsmouth, on the 7th of October; and has since sailed for Cadiz, in H. M. S. *Swiftsure*.

At Carthagená, and some other parts of Spain, the contagious fever still rages.

Fire at Greenwich Hospital.—About one o'clock, on the morning of the 1st of October, an alarm of fire was given by the centinels on duty in Greenwich Hospital. It was observed to proceed from the top of the north-west angle of the infirmary. The most prompt and vigorous assistance was given by the seamen of the hospital, and the inhabitants of Greenwich; but without being able to stop the fury of the flames for several hours. The difficulty of procuring water was the reason of so much damage being done, as very little was procured until the arrival of the London firemen, who dug up the pavement, and cut the pipes in several places.

The infirmary was a large square building, the sides of which contained three different tiers of wards or corridors, besides the residences, in the rear of the physician and surgeon. The roof was very thickly covered with lead, and the bedsteads through the whole of the house were of iron. The fire, which was quite accidental, began in one of the rooms belonging to the assistant-surgeon. The apartment had been for some time uninhabited; and there being no stove in the fire-place, a fire was made on the hearth, to render the place dry and habitable. Through some interstices near the hearth, the fire penetrated, and, before the least notice could be taken of it by the assistant-surgeon, the beams underneath the floor were burning most intensely. The alarm was then immediately given, and nothing, as we understand, could exceed in terror, the cries and groans of the sick within, mingled with the tumult and shouting of the crowd without. The first care of those who had assembled to lend their assistance was, the removal of the sick; and we are happy to state, that every person in the infirmary was brought out in safety. This was, however, a very perilous effort, as the roof had then begun to burn, and the lead, as it melted, poured down the partitions. From the attic story, the flames continued to make a rapid and destructive progress downwards, and at three o'clock, when the engines arrived, the whole building, with the exception of the eastern wing and houses of the physician and surgeon, was one entire furnace. The iron bedsteads, red-hot with the surrounding fire, gave a kind of deepened colour to the flame, which threw a steady, equal light over the whole horizon. The illuminated appearance of the neighbouring extensive buildings, the reflected glare from the Thames, the range of shipping rendered visible to an immense distance by the brilliant element, presented a night scene the most sublimely picturesque; while the dangerous situation of those who assisted in extinguishing the fire, and the wretched appearance of the poor

veterans who had just escaped its fury, had the interest of real tragedy, and excited every emotion of terror and pity.

The fire was got under about nine o'clock. The damage has been variously estimated, at from 20,000*l.* to 30,000*l.*; and, according to some as high as 50,000*l.*

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, SEPTEMBER 21, 1811.

Copy of a Letter from the Hon. Captain Cadogan, of H.M.S. the Havannah, addressed to Rear-admiral Sir Harry B. Neale, and transmitted by Admiral Sir Charles Cotton, to John Wilson Croker, Esq.

SIR,

H.M.S. Havannah, at Sea, 7th September, 1811.

SOME of the enemy's coasting vessels having taken shelter under a battery of three twelve-pounders on the south-west side of the Penmarks, I yesterday morning sent my first lieutenant (William Hamley), with the boats of this ship, to spike the guns, and bring them out or destroy them; which service he performed, according to the subjoined list, without the loss of a man, in a manner that does great credit to himself, as well as all the officers and men employed upon the occasion.

I have the honour to be, &c.

GEORGE CADOGAN.

Rear-admiral Sir Harry B. Neale, Bart. &c.

L'Aimable Fanny, schooner, laden with wine and brandy, taken.

St. Jean, chasse marée, laden with salt, taken.

Le Petit Jean Baptiste, chasse marée, laden with wine and brandy, taken.

Le Buonaparte, chasse marée, laden with wine and brandy, taken.

Le Voltigeur, chasse marée, laden with wine and brandy, taken.

Chasse marée, name unknown, laden with wine and brandy, dismantled and set fire to, afterwards extinguished.

SEPTEMBER 24.

Copy of a Letter from Rear-admiral Foley, Commander-in-chief of H.M.S. and Vessels in the Downes, to John Wilson Croker, Esq. dated on board the Monmouth, in the Downes, the 22d Instant.

SIR,

I herewith transmit a letter just received from Captain Carteret, of the *Naiad*, detailing the account of an attack made on that frigate off Boulogne on the 20th instant, by seven praams, of twelve twenty-four-pounders each, and ten brigs, said to have four long 24-pounders each, with one sloop said to have two such guns.

Captain Carteret applauds the steadiness and zeal of the officers and crew on this occasion, and from what I know of their high state of discipline, I am convinced their conduct will ever merit the approbation of their commanding officer.

I have the honour to be, &c.

THOMAS FOLEY, Rear-admiral.

H. M. S. Naiad, off Boulogne, 7 A.M.

September 21, 1811.

SIR,

Yesterday morning, while this ship was lying at an anchor off this place, much bustle was observed among the enemy's flotilla, moored along shore close under the batteries of their bay, which appeared to indicate that some affair of unusual moment was in agitation. At about noon, Buonaparte, in a barge, accompanied by several other officers, was distinctly seen to proceed along their line to the centre ship, which immediately hoisted the Imperial Standard at the main, and lowered it at his departure, substituting for it a Rear-admiral's flag: he afterwards visited others, and then continued in his boat for the rest of the evening.

Since it is so much within the well-known custom of that personage to adopt measures that confer supposed eclat on his presence, I concluded that something of that kind was about to take place. Accordingly, seven praams, each having 12 24-pounders, long guns, with 120 men, and commanded by Rear-admiral Baste, weighed and stood towards this ship, being expressly ordered by the French ruler, as I have since learned, to attack us. As the wind was S.W. with a very strong flood-tide setting to the N.E. while the enemy bore nearly south from us, it was clear that by weighing we could only increase our distance from him; so that our only chance of closing with him at all was by remaining at an anchor.

The Naiad, therefore, quietly awaited his attack in that position, with springs on her cable.

It was exclusively in the enemy's own power to choose the distance: each ship of his squadron stood within gun-shot, gave us successively her broadsides, tacked from us, and in that mode, continuously repeated the attack. After this had so continued for three quarters of an hour, ten brigs (said to have 4 long 24-pounders) and one sloop (said to have two such guns) also weighed and joined the ships in occasionally cannonading us, which was thus kept up for upwards of two hours without intermission, and returned, I humbly hope, with sufficient effect by this ship.

At slack water the Naiad weighed her anchor and stood off, partly to repair some trivial damages, but chiefly by getting to windward, to be better enabled to close with the enemy, and get within shore of some, at least, of his flotilla. After standing off a short time, the Naiad tacked and made all sail towards them; but at about sun-set it became calm, when the enemy took up his anchorage under the batteries eastward of Boulogne, while the Naiad resumed her's in her former position.

In this affair not a British subject was hurt, and the damages sustained by this ship are too trifling for me to mention or report. I have indeed to apologize for dwelling so long on this affair, but my motive is the manner in which I understand it has been magnified by the enemy, and the extraordinary commendations which have been lavished on the Frenchmen engaged in it by their ruler. It is fitting, therefore, that his Majesty's government should know the real state of the case, and the Lords Commissioners of the Admiralty may rest assured, that every officer and man on board the Naiad did zealously and steadily fulfil his duty.

I have the honour to be, &c.

*Thomas Foley, Esq. Rear-admiral
of the Red, &c.*

PHILIP CARTERET, Captain.

SEPTEMBER 24.

Copy of another Letter from Rear-admiral Foley, to John Wilson Croker, Esq. dated on board the Monmouth, in the Downes, the 23d Instant.

SIR,

I have much pleasure in transmitting a letter from Captain Carteret, of

H.M.S. *Naiad*, relating the capture of *la Ville de Lyons*, a French praam ship of the Boulogne flotilla, mounting 12 long 24-pounders, commanded by Commodore Jean Baptiste Coupe, and Captain Jean Barbaud, with 112 men, sixty of them soldiers of the 72d regiment.

On this occasion, as well as on the attack made on the *Naiad* the preceding day, Captain Carteret has shewn a skill and judgment which does him infinite honour. He applauds the conduct of the respective Captains under his command, who have always, with commendable zeal, availed themselves of every opportunity of distinguishing themselves in attacks on the enemy.

The lists of killed and wounded are herewith sent.

I have the honour to be, &c.

THOMAS FOLEY, Rear-admiral

SIR,

H.M.S. Naiad, off Boulogne, September 21, 1811.

This morning, at seven o'clock, that part of the enemy's flotilla which was anchored to the eastward of Boulogne, consisting of seven praams and fifteen smaller vessels, chiefly brigs, weighed and stood out on the larboard tack, the wind being S.W. apparently to renew the same kind of distant cannonade which took place yesterday. Different, however, from yesterday, there was now a weather-tide. The *Naiad*, therefore, weighed, and getting well to windward, joined H. M. brigs *Rinaldo*, *Redpole*, and *Castilian*, with the *Viper* cutter, who had all zealously turned to windward in the course of the night, to support the *Naiad* in the expected conflict. We all lay to on the larboard tack, gradually drawing off shore in the hope of imperceptibly inducing the enemy also to withdraw further from the protection of his formidable batteries.

To make known the senior officer's intentions, no other signals were deemed necessary, but "to prepare to attack the enemy's van," then standing out, led by Rear-admiral Baste, and "not to fire until quite close to the enemy."

Accordingly the moment the French admiral tacked in shore, having reached his utmost distance, and was giving us his broadsides, the King's small squadron bore up together with the utmost rapidity, and stood towards the enemy under all the sail each could conveniently carry, receiving a shower of shot and shells from the flotilla and batteries, without returning any, until within pistol-shot, when the firing on both sides H. M. cruizers threw the enemy into inextricable confusion. The French admiral's praam was the principal object of attack by this ship; but, as that officer in leading had of course tacked first, and thereby acquired fresh way, and was now under much sail, pushing with great celerity for the batteries, it became impossible to reach him without too greatly hazarding H.M.S. Having, however, succeeded in separating a praam from him, which had handsomely attempted to succour his chief, and which I had intended to consign to the particular care of Captains Anderson and M'Donald, of the *Rinaldo* and *Redpole*, while the *Castilian* attacked others, it now appeared best preferably to employ this ship in effectually securing her.

The *Naiad* accordingly ran her on board; Mr. Grant, the master, lashed her alongside; the small arms men soon cleared her decks, and the boarders, sword in hand, completed her subjugation. Nevertheless, in justice to our brave enemy, it must be observed, that his resistance was most obstinate and gallant, nor did it cease until fairly overpowered by the overwhelming force we so promptly applied. She is named *la Ville de Lyons*, was commanded by a Mons. Barbaud, who was severely wounded, and had on board a Mons. la Coupe, who, as commodore of a division, was entitled

to a broad pendant. Like the other praams she has twelve long guns 24 pounders (French), but she had only one hundred and twelve men, sixty of whom were soldiers of the 72d regiment of the line. Between thirty and forty have been killed and wounded.

Meanwhile the three brigs completed the defeat of the enemy's flotilla, but I lament to say, that the immediate proximity of the formidable batteries, whereunto we had now so nearly approached, prevented the capture or destruction of more of their ships or vessels. But no blame can attach to any one on this account; for all the commanders, officers, and crews, did bravely and skilfully perform their duty. If I may be permitted to mention those who served more immediately under my own eye, I must eagerly and fully testify to the merits of, and zealous support I received from, Mr. Greenlaw, the first lieutenant of this ship, as well as from all the excellent officers of every description, brave seamen and royal marines, whom I have the pride and pleasure of commanding.

I have the honour herewith to enclose reports of our loss, which I rejoice to find so comparatively trivial, and that Lieutenant Charles Cobb, of the *Castilian*, is the only officer who has fallen.

I have the honour to be, &c.

Thomas Foley, Esq. Rear-admiral of
the Red, &c.

P. CARTERET, Captain.

A List of Officers and Men belonging to H. M. Ships and Vessels under-mentioned, Killed and Wounded in Action with the Enemy's Flotilla, off Boulogne, the 21st September, 1811.

Naiad.

Captain Carteret.—John Ross, seaman, killed; James Draper, seaman, ditto; Lieutenant William Morgan, royal marines, slightly wounded; Mr. James Dover, midshipman, ditto; Richard Lovet, sail-maker, severely wounded; William Black, seaman, ditto; John Wise, quarter-master, ditto; John Leece, seaman, ditto; John Tully, landman, ditto; Daniel Francis, landman, ditto; William Jones, captain of the after-guard, slightly wounded; William Hodges, seaman, ditto; John Holston, seaman, ditto; James Wall (2), seaman, ditto; Daniel Harley, seaman, ditto; Edward Humphries, seaman, ditto.

Redpole.

Captain Macdonald.—None killed or wounded.

Castilian.

Captain Braimer.—Lieutenant Cobb, first lieutenant, killed; John Collett, landman, severely wounded.

Rinaldo.

Captain Anderson.—Mr. John Swinard, pilot, wounded.

Extract of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander of H. M. S. and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the Caledonia, in Hieres Bay, 17th August, 1811.

I have much satisfaction in forwarding to you a letter from Rear-admiral Boyles, giving cover to one from Captain Napier, of H. M. S. *Thames*, stating the particulars of a very handsome service which has been performed by him and Captain Clifford, of H. M. brig *Cephalus*.

SIR,

Canopus, Palermo Bay, July 28, 1811.

I have the honour to acquaint you, of the arrival here, this day, of

H.M.S. *Thames*, and *Cephalus* sloop, bringing with them eleven of the enemy's gun-boats, an armed felucca, and fifteen merchant vessels, captured by them on the 21st instant, in the Porto del Infreschi; also thirty-six spars, intended for the use of the enemy's line-of-battle ship and frigate fitting at Naples; the particulars of which enterprise are contained in Captain Napier's letter to me of the same date, which I have the honour herewith to enclose.

The complete success of the above-mentioned instantaneous and brilliant attack on the enemy's convoy by the *Thames* and *Cephalus*, reflects much honour on the conduct and gallantry of Captains Napier and Clifford, their officers, and crews.

I have the honour to be, &c.

Sir Edward Pellew, Vice-admiral of
the Red, Commander-in-chief, &c.

CHARLES BOYLES:

H.M.S. Thames, off Porto del Infreschi,
July 21, 1811.

SIR,

Captain Clifford, of the *Cephalus*, having the look-out off Paleniuero, on the 20th instant, informed me by a Sicilian privateer, of a convoy of twenty-six sail attempting to gain that port, which he, with his usual activity, prevented them from doing, and compelled them to take shelter in Porto del Infreschi, off which place we arrived at five this evening. I immediately desired Captain Clifford to lead in and anchor, which service he performed in a most handsome style, and was closely followed by this ship, who soon silenced eleven gun-boats, and an armed felucca, carrying six 18-pounders, two 12-pounder carronades, three brass and two iron 6-pounders, and 280 men, moored across for the protection of fifteen merchant vessels, and thirty-six spars for the line-of-battle ship and frigate at Naples, and under cover of a round tower, and the adjacent hills lined with musketeers, from the merchantmen and peasantry. The marines were then landed under their lieutenant, M^r Adam, and got possession of the tower, performing the light infantry manœuvres in a very pretty style, taking an officer and eighty prisoners, and driving the rest before them; the boats, at the same time, under Captain Clifford, took possession of the convoy, together with all the spars, except two, which could not be got off; all of which were alongside, and the ships under weigh, in less than two hours, without the loss of one man, and only the boatswain and another man badly, and three of the brigs men, slightly, wounded; on entering the bay her sails and rigging were a good deal cut up. The whole of the officers and ship's company behaved in the most steady manner; which ever reflects the greatest credit on my predecessor, Captain Waldegrave, for the excellent discipline on board. Captain Clifford likewise speaks in the highest terms of his first lieutenant, Richardson, officers, and crew.

I have the honour to be, &c.

Rear-admiral Boyles, &c.

CHARLES NAPIER.

An Account of the Gun-boats and Convoy of Merchant Vessels captured by H.M.S. Thames, Charles Napier, Esq. Captain, and H.M. Sloop Cephalus, A.W. J. Clifford, Esq. Commander, on the Coast of Calabria, July 21, 1811.

French gun-boat, No. 63, of one long 18-pounder and thirty men, from Pizzo, bound to Naples.

French gun-boat, No. 23, of one long 18-pounder and thirty men, from Pizzo, bound to Naples.

French gun-boat, No. 75, of one long 13-pounder and thirty-two men, from Pizzo, bound to Naples.

French gun-boat, No. 92, of one long 18-pounder and thirty men, from Pizzo, bound to Naples.

French gun-boat, No. 82, of one long 18-pounder, and thirty men, from Pizzo, bound to Naples.

French gun-boat, No. 86, of one long 18-pounder and thirty men, from Pizzo, bound to Naples.

French gun-boat, no number, of one 12-pounder carronade and twenty-four men, from Pizzo, bound to Naples.

French gun-boat, no number, of one 12-pounder carronade and twenty-four men, from Pizzo, bound to Naples.

French gun-boat, no number, of one long brass 6-pounder and eighteen men, from Pizzo, bound to Naples.

French gun-boat, No. 1, of one long 6-pounder and seventeen men, from Pizzo, bound to Naples.

French gun-boat, No. 8, of one long 6-pounder and fifteen men, from Pizzo, bound to Naples.

One large merchant settee, name unknown, of two long 6-pounders and four muskets, from Pizzo, bound to Naples, laden with oil.

Fourteen merchant vessels, names unknown, from Pizzo, bound to Naples, laden with oil, pot ash, &c.

Four rafts of large spars, in all thirty-six, from Pizzo, bound to Naples.

Total captured.

11 gun-vessels, 1 armed felucca with oil, 14 feluccas, &c. merchant-men, 26.

36 large spars for the line-of-battle ship and frigate at Naples.

Officers attached to the Gun Boat Flotilla.

Lieutenant de Vaisseau Rauchea, commandant.

Enseignes de Vaisseau Martines and Rock, and Enseign de Vaisseau Teissiere, taken, the officer under whose care the timber was cut, and who had the conducting of it to Naples.

CHARLES NAPIER.

Return of Wounded Men on board H.M. Sloop Cephalus, A. W. J. Clifford, Esq. Commander, 29th July, 1811.

Hood Douglas, boatswain, badly; William Holmes, boatswain's-mate, ditto; J. Gordon, captain of the fore-castle, slightly; Robert Lewis, captain of the main-top, ditto; John Renny, able seaman, ditto.

A. W. J. CLIFFORD, Captain.

J. S. SWIFT, Surgeon.

Extract of a Letter from Captain Chamberlayne, of H.M.S. the Unité, addressed to Admiral Sir Charles Cotton, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

SIR,

H.M.S. Unité, off the Tiber, 4th July, 1811.

I am to acquaint you, that, in complying with your orders delivered to me by Captain Otway, of H. M. S. Ajax, on the 2d instant, I was led near the Roman coast, off Port Hercole, where a brig being discovered at anchor, at day-light this morning, a part of the boats of this ship, under the command of Lieutenant Crabb, accompanied by second Lieutenant Victor, of the royal marines, Mr. M. Dwyer, and Mr. H. Collins, master's-mate, and Mr. Hutchinson, midshipman, were sent to bring her out. On approaching the coast they were vigorously attacked by the brig, carrying four 6-pounders, four 8-pounders, and a number of small arms, protected by a battery of two 9-pounders on the beach. Very light and variable winds preventing the ships closing, the launch was detached, under the command of Lieutenant M'Dougal, to support the other boats; but ere she could

reach them, the crew had been beaten out of the brig, her guns dismounted, and the boats were bringing her out in a very handsome manner, under showers of grape from the battery; at seven she joined us, and I had the satisfaction to find, that, although the vessel was materially damaged in her hull, masts, and rigging, no man was hurt. She proves to be the French brig *St. François de Paule*, partly laden with ship timber, of the largest dimensions.

During this affair a sloop of war was observed to leeward, and at nine I was joined by H.M. brig *Cephalus*. On proceeding along the coast at five P.M. several vessels were discovered at anchor, between *Civita Vecchia*, and the Mouth of the Tiber. Captain Clifford, in a most handsome manner, instantly offered to lead into the anchorage, and to head the boats in performing any service which might appear to me practicable; I therefore directed him to anchor the *Cephalus* as near the battery and vessels as possible, and to point out the soundings by signal, a service he performed in a very masterly style, bringing his sloop up within the range of grape, under a fire from four nine and six pounders. The *Unité* being anchored shortly after in four fathoms water, the enemy were quickly driven from their guns, and the boats sent to Captain Clifford under those officers who had distinguished themselves in the morning, and three vessels (the others proving fishing-boats), were brought out under a smart fire of musketry from their crews, and the soldiers collected on a height above them, with the same great good fortune which had attended our previous enterprise; the only person hurt in either ship being Mr. Simon, master of the *Cephalus*, who was slightly wounded in the face by a grape-shot while bringing the sloop to an anchor. To Captain Clifford I feel much indebted for his gallantry and able assistance. He speaks in high terms of his own officers and men, as well as those from this ship, who were employed under him. Permit me to remark to you, Sir, that this is the third time, within two months, I have had the satisfaction to hear testimony to the zeal and bravery of the officers I have now mentioned."

Vice-admiral Sir Edward Pellew has transmitted to this office a letter from the Hon. Captain Waldegrave, late commanding H.M.S. the *Thames* (now in the *Volontaire*), giving an account of the destruction, on the 16th of June last, in the Gulph of Policastro, of ten large armed feluccas, on their way from Pizzo to Naples. They had been hauled up on the beach, under Cetraro, where they were taken possession of under a heavy fire of musketry, by a detachment landed from the *Thames* and *Cephalus*, under the direction of Lieutenant Whiteway, of the former, and set fire to and burnt; being found too large and heavily laden to allow of their being launched and brought away. In the performance of this service one midshipman (Mr. Corawall) and two men only were wounded.

Vice-admiral Sawyer, commander-in-chief on the coast of North America, has transmitted to John Wilson Croker, Esq. a letter from Captain Mulcaster, of H. M. sloop the *Emulous*, giving an account of his having, on the 26th of last month, captured the French brig letter of marque *l'Adele*, pierced for sixteen guns, only two mounted, with thirty-five men, bound from Charlestown to Nantes, with a cargo of cotton.

SEPT. 28.

Extract of a Letter from Captain Willes, of H.M. Sloop the Leveret, addressed to Vice-admiral Murray, Commander-in-chief at Yarmouth, and transmitted by the latter to John Wilson Croker, Esq.

H.M. Sloop Leveret, Yarmouth, Sept. 27, 1811.

I have the honour to inform you, that H.M. sloop under my command,

captured, on the afternoon of the 22d instant, Flambrough-head bearing west 170 miles, after a chase of three hours, the French lugger privateer le Prospere, commanded by Peter Van Oronglen, mounting two long six-pounders and one eighteen pounder carronade, with a complement of thirty-nine men; out two days from Rotterdam; she had captured, on the morning of the 22d, a Danish brig from Norway, laden with timber, bound to Hull, and was taking possession of another when we fell in with her. Finding the direction the captured brig had made sail in, I sent an officer and a party of men on board the lugger to endeavour to re-capture her, being charged with despatches myself, which I hope will meet your approbation.

Admiral Sir Charles Cotton has transmitted to John Wilson Croker, Esq. a letter from Captain Ballard, of H.M.S. the Sceptre, giving an account of the capture of a French merchant sloop and five chasse mardées, on the coast of France, by the boats of that ship, under the directions of Lieutenant Chrystie.

OCTOBER 1.

Copy of a Letter from Captain Browne, of H.M.S. the Hermes, addressed to Admiral Sir Roger Curtis, and transmitted to John Wilson Croker, Esq.

*H.M.S. Hermes, Dungeness Roads,
September 26, 1811.*

SIR,

I have the honour to report to you, that, on the morning of the 24th instant, close in with Cape le Heve, H.M.S. Hermes re-captured the Prussian brig Anna Maria, from Lisbon, for London, and would most certainly have taken the privateer, had not the contiguity to his own coast favoured his escape by half an hour's sail, as the Hermes was nearing him fast; but the wind blowing strong directly on shore, prevented further pursuit. I also beg to acquaint you, that the strong westerly winds having driven me from my station, and prevented my reaching St. Helen's, I bore up for this anchorage; and in my way hither, when off Beachy-head, I discovered a large lugger in the midst of a number of English vessels, several of which she must have soon captured, and one of which she had taken before seen by the Hermes. She was instantly pursued, and in two hours time, after sustaining a good deal of firing, which wounded some of his crew, and damaged her sails, she struck: but in the act of bringing to, to take possession of her, the maintop-sail-yard broke in the slings, and the fore-sail of the Hermes split from the violence of the wind, which the privateer immediately took the advantage of; and, although in a situation under the lee when she surrendered, that would have enabled me to have totally destroyed her, he had the temerity to endeavour to escape, by making sail on the opposite tack; but, by the great exertion of my officers the ship was wore, and as much sail set as enabled me to come up with him, although he had got two miles from us on the weather-bow, when feeling myself justified, after his conduct, not to give him an opportunity of again escaping, I determined to run him alongside, notwithstanding it blew a gale of wind with a very heavy sea, in doing which, he again endeavoured to escape, by crossing our hawse, when, in one instant, a heavy sea instantly threw him under the bottom of H. M. S. and I lament to say, that only twelve men out of fifty-one were saved, it being impossible to hoist a boat out. It appears that she was named la Mouche, of Boulogne, had sailed the evening before, was commanded by Monsieur Gageux, mounting fourteen carriage guns, twelve and six pounders, was one hundred and eighty tons, and had a complement of sixty one men, ten of whom were put on board his prize. I have the satisfaction to state, that not one of the crew of the prize were taken on board the privateer; she was a ship from the West Indies, but her name I could not learn.

I have the honour to be, &c.

PHILIP BROWNE.

To Admiral Sir Roger Curtis, Bart.
Portsmouth.

Promotions and Appointments.

The London Gazette of October 12, contains the Royal authority, for Lieutenant John Hilton, late senior lieutenant of H.M. sloop *Bustard*, to accept and wear the insignia of a Knight of the third class of the Royal Sicilian Order of St. Ferdinand and of Merit, which his Sicilian Majesty has been pleased to confer upon him, as a testimony of his royal approbation of the great courage and intrepidity displayed by him in various actions with the enemy's vessels near Messina.

Major Davy, of the royal marines, is appointed Governor of New South Wales.

Admirals and Captains appointed.

Vice-admiral Stirling to succeed Admiral Rowley, as commander-in-chief at Jamaica.

Rear-admiral Hallowell to a command in the Mediterranean, under Vice-admiral Sir Edward Pellew.

Rear-admiral Sir T. Williams to command at the Nore.

Rear-admiral J. Laughton to be port-admiral at Malta.

Captain Broughton, of the *Illustrious*, has hoisted a broad pendant, as successor to the late Admiral Drury, in the command of the squadron in the Indian seas.

Captains:—Sir Robert Laurie to the *Ajax*; W. Hamilton to be senior commander of the Cadiz flotilla; W. Fairbrother Carrol to the *Onyx*; C. Quinton to be flag-captain to Admiral Stirling at Jamaica; C. Festing to the *Illustrious*; J. Peyton to the *Minstrel*; Richard Curry to the *Solebay*; ——— Kittoe to the *Hibernia*; ——— Markland to the *Milford*; ——— Andrew to the *Weazle*; ——— Brace to the *Berwick*; E. D. King to the *Rodney*; ——— Smith to the *Orestes*; John Lloyd to the *Kangaroo*; John Bradley to the *Podargus*; E. Harvey to the *Topaze*; George Morris to the *Vulture*; A. B. Bingham (who commanded the *Little Belt* in the late rencontre with the U.S.F. *President*) to the rank of post captain, and to command the *Volage*; G. H. Guion to the *Rainbow*.

Lieutenants, &c. appointed.

John Russel to the *Impetueux*; John P. Baker, Robert Oliver (1), James Steenbergen, Thomas Gardiner, and John Lisson, to the *Queen*; Robert Leach to the *Edinburgh*; William Bishop to the *Fortunée*; James Henry Johnston to the *Kite*; Hugh McKinnon to the *Trinculo*; James Wallace (2) to the *Parthian*; Alexander Mackenzie (2) to the *Colossus*; William Whimper to the *Namur*; Richard Crossley to the *Rhin*; William Beckett to the *Insolent*; George Heasty to the *Recruit*; Richard Crosbie to the *Drake*; George Hawkins (2) to the *Goldfinch*; Robert Smith to the *Venerable*; C. H. Crooke to the *Medusa*; Lenox John B. Yates to the *Pylades*; William Stevenson to the *Egmont*; John Moore (3) to the *Jalouse*; Andrew O'Brien to the *Brisk*; Charles Harris to the *Britomart*; Thomas Gregory to the *Dauntless*; William Pullen to the *Scylla*; John G. Apley to the *Armide*; W. Shields to the *Tigre*; George Heacock to the *Solebay*; John Morrison to ditto; Gordon Stewart to the *Cherokee*; James Shipley to the *Princess Carolina*; George Hext to the *Sceptre*; Daniel Gueran to the *Mercury*; George Brookes to the *Banterer*; Augustus Thomas Hicks to the *Danemark*; George King (2) to the *Oberon*; H. J. Sweedland to the

Berwick; Thomas Hodgkins to the Menelaus; Thomas Theophilus Bryett to the Orestes; George Young (2) to the Parthian; John Lamb to the Fantome; John Hopkins to the Echo; William Reeve to the Kangaroo; Henry Loney to the Sabrina; George Ellerby to the Britomart; ——— Reeve to the Diadem; J. W. Carne to the Freija; W. Shields to the Tigre; G. B. Hatton to the Castilian; John Russel to the Mars; ——— Arbuthnot to the Hannibal; R. L. Connolly to the Venerable; L. Lauzan to the Ulysses; John Fraser to the Magnet; A. Dwyer to the Princess Carolina; C. Hawker to the Sheldrake; ——— Knight and ——— Buckler to the rank of commanders; T. Scriven to the Arrow, ——— McPherson to the Egmont; R. Edwards to the Mermaid; ——— Reeve and ——— Russel to the Mars; E. T. Sealey to the Diadem; Charles Rich to the Ville de Paris; Frederick Slade to the Cumberland; G. C. Browne to the Porcupine; Robert Roberts to the Impetueux; Francis Bligh to the Dauntless; Frederick Lloyd to the Derwent; William Carneige to command the Tigress G.B.; William Dutton to the rank of commander; Lieutenant Fred. Lloyd to the Derwent; Lieut. Robert H. Kingston to the Imperieuse; ——— Lincay to the Fox; G. Smithers to the Alfred; J. Tullidge to the rank of commander; ——— Kyle and ——— Quarry to the Diadem; ——— Grindall to the Royal George; ——— West to the Mars; ——— Stevens to the Brunswick.

James Burton, late master of H.M.S. Amphion, to the rank of lieutenant.

Lieut. and Adjutant Little, of the Woolwich division of royal marines, is appointed Quarter-master of that division; *vice* Craig, promoted; Lieutenant Congton succeeds to the adjutancy; Lieutenant Loffer is appointed adjutant of the Plymouth division, *vice* Williams, promoted.

Lieutenant and Adjutant Hall, of the royal marines, is appointed Quarter-master of the Portsmouth division, *vice* Williams, promoted. Lieutenant Octavius Scott succeeds Lieutenant Hall as Adjutant.

—— Peake, Esq. of the Navy office, is appointed assistant at Sheerness dock-yard, *vice* Maddock, deceased.

Mr. Stedman to command the Captivity convict hulk at Portsmouth. The Rev. J. Fearon chaplain to the Namur.

Pursers: — Mr. J. Pearce to the Blake; Mr. Rawlins to the Badger; Mr. J. Hopper to the Triumph; Mr. T. Irwin to the Queen.

Surgeons, &c. appointed.

David Aitken to the Namur; Thomas Hanna to the Cumberland; Alexander Girvan to the Royal George; R. W. Bamfield to the Warrior; William Ross to the Comus; Alexander Morton to the Trinculo; Oliver Jack to the Orestes; Robert Robertson to the Elephant; Alex. Crigan to the Princess; William Donald to the Curaçoa; W. H. Hooper to the Berwick; Hugh Love to the Africaine; William Turner to the Ville de Paris; Robert Rainey to Espoir; William Preston to the Kangaroo; A. McNaughton to the Martin; Henry Ryan to the Romulus; James Dickson to the Pigmy; William Cummings to the Morgiana; David Henderson to the Trident; S. Eden to the Adamant; Arch. Skirving to the Thunder B.V.; Charles Kent to the Ranger; John Anderson to the Regulus; Stephen Fowell to the Centaur; A. L. Jack to the Queen; C. Wolley to the Elizabeth; John Jones to the Insolent; James Torrie to the Alarm; Charles Cudliff to the Solebay; George Drisdale to the Sylph.

Assistant-Surgeons appointed.

John Gillies to be an hospital mate at Haslar; James Browne to the Cumberland; James M'Allister to ditto; William Enright to the Queen; Henry Ryan to the Barfleur; Alexander Adderley to the Dexterous G.B.; James Dickson (2) to the Victory; Charles Roberts to the Urgent G.B.; D. B. Conway to the Venas; J. M. Madden to the Hamadryad; John Caithness to the Growler; James Arnot to the Nymphs; William Anderson to the Weymouth; William Cannon to the Africaine; John London to the Venerable; P. M'Farnan to the Kangaroo; James Patton to the Namur; Andrew Tymon to ditto; G. H. Weatherhead to the Royal William; A. N. Murray to the Batavian; James Maloney to the Triton H.S.; John Knox to the Sceptre; Owen Jones to the Conquestadore; N. P. O. Carrogher to the Fantome; John Caithness to the Leonidas; William Tapley to the Trusty P.H.S.; A. J. Hughes to the Edinbro; William Sinclair to the Mars.

BIRTHS.

At Chatham, the lady of Captain New, R.N. (late regulating officer at Swansea) of a daughter.

At Ystrad, near Carmarthen, the lady of Captain Lamburne, R.N. of a son.

At Portsea, the lady of Lieutenant Purches, of H.M.S. Echo, of a son.

At Wisbeach, the lady of Captain Spelman Swaine, R.N. of a daughter.

Oct. 8, at Norton-lodge, Isle of Wight, the lady of Captain Hamond, R.N. of a son and heir.

Oct. 15, at Jersey, the lady of Captain Pipon, of H.M.S. Daphne, of a son and heir.

MARRIAGES.

Lately, at Dover, Mr. Pascoe, of Truro, master of his Majesty's ship Niemen, to Miss Ann Molland.

Lieutenant Somerville, R.N. to Miss Hodge, daughter of J. Hodge, Esq. purser R.N.

Captain Rolland, of the Alnwick Castle East Indiaman, to Anne Elizabeth, daughter of William Tustin, Esq. of Fludyer-street.

March 14, at St. John's church, Calcutta, Sir William Grant Keir, Adjutant-general of his Majesty's troops in India, to Miss Rebecca Jackson, daughter of the late Captain John Palmer Jackson, R.N. and niece of the late Samuel Evans, Esq. of the Bengal Civil Establishment.

August 25, at St. James's church, Liverpool, J. Tessimond, merchant, to Miss Cormack, daughter of the late Mr. Cormack, master-mariner of that port.

August 27, at St Peter's church, Liverpool, John Spencer, mate of the ship Mary Ford, of that port, to Miss Jessy Macintosh.

Same day, James Lawson, mariner, to Miss Ann Morgan, both of Liverpool.

Sept. 20, Lieutenant Pengelly, R.N. to Miss Agnes Jenney, daughter of W. Jenney, Esq. of Truro.

Sept. 28, at Pateham, Benjamin Tilstone, Esq. of Moulscombe-place, to Mrs. Hudson, widow of Captain Thomas Hudson, of the Hon. East India company's service.

Same day, at St. Michael's, Portsmouth, Captain Matthew Smith, R.N. to Miss H. Maund, of Cornhill.

October 2, Lieutenant John Edwards, R.N. to Miss Nicholson, eldest

daughter of William Nicholson, Esq. of Bloomsbury-square, chief engineer to the Portsea Island water-works.

Oct. 3, Mr. J. R. Roberts, surgeon R.N. to Miss E. Isbell, of Stonehouse.

Same day, Captain Robert Foy, royal marines, to Miss Burridge, of Creech St. Michael, Portsmouth.

Oct. 5, at Chawton, Captain Clement, R.N. to Ann Mary, youngest daughter of William Prowting, Esq. of Chawton.

Oct. 16, at Chatham, Captain George Byng, R.N. to Miss Frances H. Barlow, second daughter of Commissioner Sir R. Barlow, and niece to Sir G. Barlow, Governor of Madras.

Oct. 24, at St. Germain's, Mr. J. J. Lord, navy agent, of Plymouth, to Miss Keast, of Bake, near St. Germain's.

OBITUARY.

Lately, at Penang, T. Hayes, Esq. assistant-surgeon H.M. hospital-ship *Wilhelmina*.

On the coast of Africa, Lieutenant Pearce, of H.M.S. *Arethusa*.

On her passage from Jamaica, Mrs. Bradley, wife of Captain John Bradley, of H.M.S. *Kangaroo*.

Lieutenant Cochran, resident agent for transports at Halifax.

Mr. William Maddock, timber-master at his Majesty's dock yard, Sheerness.

On the passage to North America, after an illness of a few hours only, Mr. William Milrea, master of the brig *Commerce*, of Greenock.

At Yarmouth, in the naval hospital, of the wounds he received in the action, the captain of the French privateer lately captured by the *Leveret* sloop.

At Aberystwith, after a lingering illness, Captain Rice Vaughan Edwards, of Navy-hall, Cardiganshire.

At Kilmington, Somersetshire, aged 68, the Hon. and Rev. Charles Digby, one of the canons of Wells cathedral. He was uncle to Earl Digby, and brother to the admiral of that name.

Lady Louisa Hartley, wife of Winchombe Henry Hartley, Esq. late judge of the Vice-admiralty court, at the Cape of Good Hope.

Mr. Peter Sherwin, pilot of Cowes, Isle of Wight.

At Dorchester, Lieutenant William Truscott, R.N. eldest son of the late Admiral Truscott.

At Fort St. Julian's, near Lisbon, Mrs. Dickinson, wife of Major Dickinson, of the royal marines.

At the house of Miles and Co. at Hoxton, Lieut. John Murphy, R.N.

At the house of G. Hathorn, Esq. Brunswick-square, Captain John Stewart, of his Majesty's frigate the *Seahorse*; in which vessel he acquired immortal honour, by his gallantly defeating, after a long and hardly contested action, a squadron of three Turkish frigates; one, the *Bader Zaffer*, a much larger vessel than the *Seahorse*, he took, and she is now in the river; another blew up during the fight; and the third got away much shattered, the *Seahorse* being too much crippled to pursue her. His humanity to his prisoners obtained him great civility and respect from the Turks, in the transactions he had with them after the cessation of hostilities between England and the Porte; and, by his interference with the Captain Pacha, he saved the life of the commander of the captured ship. He had been in active service from a boy, and sailed round the Globe with Captain Vancouver.

Oct. 16, suddenly, Mrs. Lark, wife of Henry Lark, Esq. of Essex-street, Strand, navy agent.

Oct. 6, 1810, at three o'clock, A.M. Capt. Thomas Donnithorne, commander of H.M.S. *Cygnat*, cut off in the prime of life, at the age of 28 years, after seven days illness. "Captain Donnithorne," observes the *Trinidad Herald*, of October 6, "joined the *Cygnat* in this harbour in July last, and has been known in the colony only since that time: but the affability of his manners, as a gentleman, and suavity of his conduct, as a naval commanding officer of the station, had deservedly acquired him the respect and esteem of every person who knew him; and his untimely death is a subject of sincere regret and general concern. On board his ship, his character was the same as on shore. To his officers, he was courteous, attentive, and polite: to his men, humane and indulgent: and we record, as a tribute of justice to his memory, that the attachment of his people, which precluded even the suspicion of desertion, was evident, from the silent grief with which they followed him to the grave, and the sobs and tears which broke out on lowering the body into the ground. In short, we only express the general opinion, by saying, that no gentleman of his profession was ever more deservedly respected and beloved in this island, or more justly lamented. The funeral this evening was attended by his Excellency the Governor and Staff, a great number of the principal inhabitants of the town and neighbourhood, and preceded by a company of the Royal West India Rangers, with the music of the 1st West India regiment, playing the dead march in *Saul*. The whole was conducted with an order and solemnity we have seldom witnessed, and silently testified the general impression of regret felt on the occasion. At five o'clock this evening, the body was committed to the ground, watered by the tears of those honest fellows, to whom he had been so good a captain; nor could they be brought away by their officers from the grave, until they had done the last duty, by carefully covering up his remains."

Captain Donnithorne was a native of Cornwall, only son of the Rev. Thomas Donnithorne, now rector of Holm Pierrepoint and Cuckney, in Notts. He was made lieutenant in Jamaica, the day after he had served his time, December 5th, 1800, by Lord Hugh Seymour, and appointed commander by Sir Alexander Cochrane, in the year 1809.

The above testimony to the merit of the deceased officer, given from a place where no partiality from relative connection or prior friendship could have existed, is the best tribute of praise. It was forwarded by an old officer, who witnessed his rising excellence, as experience, confirmed talent, and good fortune, gave opportunities for exertion. He was undeviatingly correct. The officers above him, and the seamen under his authority, alike admired and loved him. As a volunteer, he had opportunities of evincing the greatest personal intrepidity, and all the energies of a high spirit; and these qualities, ever tempered by genuine humanity, have been witnessed in the hour of exerting them, by officers whose own gallantry renders them perfect judges of the worth of others.

Friends and relatives, of course, mourn, and every patriot also, the loss of a rising hero; for, in the midst even of such a list of worthies as can be selected from his profession, Captain Donnithorne will, evidently, be found wanting.

But in this case, where the amiable propensities implanted by nature were matured and dignified by moral sentiments, let us say as was long since engraven on the tomb of a naval worthy:---

"Reader, if English, stop the falling tear,

"Grief should not wait on him who felt no fear."

BIOGRAPHICAL MEMOIR
OF
CAPTAIN RICHARD DACRES, R.N.

GOVERNOR OF THE ROYAL NAVAL ASYLUM.

" O blest biography! thy charms of yore
Historic truth to strong affection bore,
And fostering virtue gave thee as thy dower,
Of both thy parents the attractive power ;
To win the heart, the wavering thought to fix,
And fond delight with wise instruction mix.
First of thy votaries, peerless and alone,
Thy Plutarch shines, by moral beauty known :
Enchanting sage ; whose living lessons teach,
What heights of virtue human efforts reach."

CAPTAIN RICHARD DACRES, the present Governor of the Royal Naval Asylum, at Greenwich,* is the fifth son of Richard Dacres, Esq. secretary to the garrison of Gibraltar ; and, consequently, a younger brother of the late Vice-admiral Dacres, a memoir of whose life and services has been already given.†

This gentleman was born in the month of September, 1761 ; and, in 1775, he entered the naval service, in the *Renown*, a 50-gun-ship, commanded by Captain Francis Banks.‡ In the course

* For a view of this building, with a variety of particulars relative to the institution and management of the Royal Naval Asylum, the reader is referred to page 160 of the present Volume.

† *Vide* page 265.

‡ " We have no information relative to this gentleman, previous to his promotion, on the 23d of March, 1757, to be commander of a sloop of war. Even after having obtained this advancement, we are unacquainted in what particular manner, or service, he was employed. On the 14th of April, 1760, he was appointed captain of the *Rose*, of 20 guns, a ship at that time, we believe, belonging to the North American station. Having returned to England in some other vessel towards the end of the year 1761, he remained, for a short time, out of commission ; but, before the conclusion of the ensuing, was appointed to the *Lizard*, of 28 guns, in which ship we believe him to have served on the West India station, at the conclusion of the war. Being paid off soon afterwards, on returning to England, we do not again find him mentioned as holding any command till

of the year, he proceeded to America in that ship, which, amongst a variety of other services, was employed in Sir Peter Parker's squadron, at the reduction of New York, in September, 1776.*

Mr. Dacres remained in the *Renown* till the year 1778; about which time he returned to England, and went on board the *Apollo* frigate, Captain Pownall. He was, consequently, in the action between the *Apollo* and *l'Oiseau* French frigate, which terminated in the capture of the enemy.†

In 1779, Mr. Dacres was removed into the *Victory*, the flagship of Admiral Sir Charles Hardy, then commander-in-chief of the Channel Fleet.‡ By Sir Charles Hardy, he was, in the month of November following, (1779) made lieutenant in the *Amazon*, commanded by Captain the Hon. W. C. Finch; in which ship he proceeded to the West Indies, in April, 1780, with the squadron under Commodore Walsingham.§

the year 1775, when he was appointed to the *Renown*, of 50 guns, and ordered to America. He died there, on the 18th of June, 1777, retaining, till the time of his death, the commission last mentioned."—*CHARNOCK'S Biographia Navalis*, Vol. VI. page 386.

* A portrait and memoir of Sir Peter Parker, Bart. the present venerable Admiral of the Fleet, will be found at page 169 of our XIIth Volume; and a detailed account of the proceedings of his squadron, at the time alluded to above, appears at page 178 of the same Volume.

† On the 31st of January, 1779, the *Apollo*, of 32 guns, and 220 men, being on a cruise off the coast of France, gave chase to ten sail, which were soon discovered to be a convoy, escorted by a frigate. The *Apollo* did not get alongside of the frigate till she was within half a mile of the rocks of St. Brieuc, when a close action commenced, and continued very obstinate for an hour and a half. The enemy then struck, and proved to be *l'Oiseau* frigate, mounting 26 nine-pounders on the main deck, with 224 men on board, commanded by the Chevalier de Torade. She had left Brest the preceding day with the convoy, the whole of which escaped, by running in amongst the rocks. The *Apollo* had six men killed, and 42 wounded: amongst the latter were Captain Pownall, (severely) and both the lieutenants. The loss of the enemy was never ascertained.

‡ *Vide* N. C. XIX. 89, for a portrait and memoir of this officer. Also, for the proceedings of the Channel fleet at this period, when the Spanish fleet from Cadiz formed a junction with that of France, from Brest, and entered the Channel, *vide* 104 of the same volume.

§ Commodore Walsingham sailed from Portsmouth, with a large convoy, on the 8th of April; and, on the 12th of July, he arrived at St. Lucia. His squadron consisted of the *Thunderer*, (bearing the commodore's pen-

In the memorable hurricane which visited the West India

dant) Berwick, Torbay, and Egmont; commanded respectively by the captains, Nichols, Hon. K. Stewart, J. L. Gidoin, and J. C. Allen.

The Honourable Robert Boyle Walsingham, was the fifth son of Henry first Earl of Shannon, and the Lady Henrietta Boyle, youngest daughter of Charles third Earl of Cork. He took the name of Walsingham on the death of his brother Henry, the second son of the Earl of Shannon, as Henry had assumed that name.—He was born in March, 1736; and, having been intended for the navy, from his infancy, he entered the service at a very early period of life. Having passed the subordinate gradations of rank, he was appointed commander of the Crown store-ship, in the latter part of the year 1756. He was almost immediately removed into the *Badger* sloop of war; from which he was promoted, by a commission dated on the 15th of June ensuing, to be captain of the *Jason* frigate. In 1760, he was appointed to the *Boreas*, and, subsequently, to the *Modeste*, a French prize, of 64 guns. In October, 1761, he went to the West Indies, under Sir George Rodney; served in the expedition against Martinique; and brought home the welcome intelligence of the capture of that colony.—Soon after his return, he was appointed to the *Romney*, a 54-gun ship, newly launched, and considered, at that time, as the finest vessel of her class ever built. He remained in the *Romney* only till the conclusion of the war, and is not known to have had any farther command, till the year 1778, when, on the approach of the rupture with France, he was appointed to the *Thunderer*, of 74 guns, one of the fleet intended for Channel service. In this ship, he led the division of the commander-in-chief, on the starboard tack, in Keppel's engagement off Ushant, on the 27th of July, ensuing. The *Thunderer*, though engaged in a very distinguished manner, had only seven men killed and wounded. Captain Walsingham was one of the witnesses examined on the subsequent trial of Admiral Keppel. He continued to command the *Thunderer*, on the same station, till the early part of 1780, when he was appointed of the squadron with which, as above stated, he proceeded to the West Indies. Soon after his arrival there, he was unfortunately employed as commander of a cruising squadron, on the Jamaica station; and, in the tremendous hurricane of October, 1780, his ship (the *Thunderer*) was destroyed. Not a single person of the whole crew survived the misfortune; so that the place where it occurred, and its attendant circumstances, are alike unknown.

In the new Parliament, convened soon after the accession of his present Majesty, Captain Walsingham was returned for the borough of Knaresborough; for which town he continued M.P. during his life. He was also elected for Dungarvon, in the Parliament of Ireland.—*Vide* CHARNOCK'S *Bio-graphia Navalis*, Vol. VI. page 284 to 286.

A circumstantial account of the wreck of the *Deal Castle*, Captain J. Hawkins, one of the ships which suffered in the hurricane of 1780, has long been lying on our table, and will appear, whenever the pressure of more temporary matter will yield.

Islands on the 10th and 11th of October following, the Amazon had a most narrow escape from destruction. The circumstances are thus related in Captain Finch's official letter :—

“ The morning of the commencement of the gale, the Amazon stood under her storm-stay-sails; it was but for a short time the canvas held; after that the ship behaved perfectly well. About seven at night the gale increased to a degree that can better be conceived from the consequences, than any description I can give. There was an evident necessity of doing something to relieve the ship; but I was unwilling to cut away the lower masts till the last extremity, and accordingly ordered the people to cut away the main-top-mast; my orders were attempted to be put into execution with the utmost alacrity; but before it could be accomplished, I found it necessary to call them down to cut away the main-mast. Whilst I was waiting for the men to come down, a sudden gust overset the ship; most of the officers, with myself, and a number of the ship's company, got upon the side of the ship; the wheel on the quarter-deck was then under water. In this situation I could perceive the ship settling bodily some feet, until the water washed up to the after part of the slides of the carronades on the weather side. Notwithstanding the ship was so far gone, upon the masts, bowsprit, &c. going away, she righted as far as to bring the lee gunwale even with the water's edge. By the exertion of all the officers and men, we soon got the lee quarter-deck guns and carronades overboard; and soon after one of the fore-castle guns and sheet anchor cut away, which had so good an effect, that we were enabled to get at the pumps and lee guns on the main deck; the throwing them overboard was, in our situation, a work of great difficulty; and I could perceive the ship was already going down by the stern. This arduous task was accomplished under the direction of Lieutenant Edward Pakenham, whose great experience and determined perseverance, marked him out as perhaps the only individual to whom (amidst such great exertions) a pre-eminence could be given. The water was above the cable on the orlop deck, with a vast quantity between decks, and the stump of the main-mast falling out of the step, occasioned one of the chain pumps to be rendered useless, as was the other soon after: by the great activity of the two carpenter's mates, they were alternately cleared.

“ Besides the loss of our masts, the ship has suffered considerable damages, the books and papers totally destroyed, and twenty seamen drowned and wounded.”

From the Amazon, Mr. Dacres was removed, as first lieutenant, into the Alcide, of 74 guns, Captain C. Thompson; in which he was present in Admiral Graves's action, off the Chesapeake, on the 5th of September, 1781.* After the engage-

* For the particulars of this action, *vide* memoir of the Right Hon. Thomas Lord Graves; N. C. V. 391.

ment (in which the *Alcide* had two men killed, and eighteen wounded*) Admiral Graves, agreeably to the resolutions of a council of war, returned to New York. On the 19th of October following, having been considerably reinforced, he sailed from Sandy Hook, with the fleet, and a number of troops on board, with the view of relieving and succouring Earl Cornwallis, who was closely invested, at York and Gloucester, by the French and American armies. He arrived off the Chesapeake on the 24th, and found that the Earl had been obliged to surrender on the 17th preceding. It being, therefore, no longer necessary for him to remain off the Chesapeake, Admiral Graves again returned to New York; and, on the 10th of November, he resigned the command of the fleet to Admiral Digby, and proceeded to Jamaica, as commander-in-chief on that station.

On the following day, Sir Samuel Hood sailed, with his division of the fleet, to which the *Alcide* was attached, for the West Indies. Lieutenant Dacres was consequently engaged in the different skirmishes with De Grasse's squadron, at St. Christopher's, in the beginning of the year 1782.† He also participated in Rodney's action of the 12th of April, succeeding.‡

The present just rule of promoting first lieutenants, on such distinguishing occasions, not having been then established, Mr. Dacres remained in the *Alcide*, till 1783; when he was paid off, and appointed junior lieutenant of the *Bombay Castle*, a guard-ship, at Plymouth, commanded by Captain Herbert Sawyer.§

* The entire loss of the English was, 90 killed, and 230 wounded.

† *Vide* memoir of Lord Hood, N. C. II. 14 to 18.

‡ The details of this engagement will be found in the biographical memoir of Lord Rodney, N. C. I. 389; and in that of Lord Hood, N. C. II. 20.

Sir W. S. Smith came from the *Greyhound* frigate, in which he was midshipman, and acting as a supernumerary lieutenant, by an order of the commander-in-chief; he was second lieutenant of the *Alcide*, in the action of the 12th of April. He was entered on the books of that ship, as fifth lieutenant, on the 25th of September, 1780, and remained so till the 22d of March, 1781. From that time, he was second lieutenant. A day or two after the arrival of the fleet at Port Royal, Jamaica, subsequently to the engagement, he was promoted to the rank of commander, in the *Fury*.—A portrait and memoir of this officer will be found in the IVth Volume, page 445.

§ The father of the present Admiral Sawyer.—This gentleman was made

He left the Bombay Castle in 1785, and sailed with Captain (then Commodore) Sawyer, to Halifax, in the *Leander*; from which he was paid off, in 1788.

a lieutenant on the 4th of March, 1756; and, on the 26th of December, 1758, he was appointed captain of the *Chesterfield*, of 40 guns. From the *Chesterfield* he was very soon removed into the *Active* frigate, and ordered to the Mediterranean, where he continued during the remainder of the war. After the commencement of hostilities with Spain, in 1762, he had, as is stated in the memoir of the late Vice-admiral Dacres (page 265 of the present Volume) the good fortune to fall in with, and capture, the *Hermione*, a Spanish register ship, supposed to have been one of the richest vessels ever taken. Captain Sawyer's pecuniary advantages upon this occasion, however, were not so great as might be supposed; for, besides that the *Favourite* sloop of war, Captain Pownall, which was in company at the time, shared with the *Active*, Captain Sawyer had made a parole agreement with Captain Medows (afterwards Lord Pierrepont) that they should share with each other whatever prizes might be made, during their continuance on a foreign station. The scrupulous fulfilment of this engagement, by Captain Sawyer, reduced his amount of the prize-money derivable from the *Hermione*, to little more than 32,000*l.*—Early in the year 1777, Captain Sawyer was appointed to the *Boyne*, of 70 guns; and, having been for some time employed as a cruiser, on the home station, he was ordered to the West Indies, where he served with great reputation and credit, under the Admirals Barrington and Byron. In the action off Grenada, with the French fleet, under De la Motte-Piquet, he was amongst the first who got up with the enemy; but, notwithstanding the very spirited manner in which he supported Admiral Barrington and Captain Gardner, in the attack, he escaped with less injury, as to his people, than either of those officers; having had only twelve of his men killed, and thirty wounded.—Immediately after this action, Captain Sawyer returned to England; and, during the latter part of 1780, and the succeeding year, he commanded the *Namur*, of 90 guns, belonging to the Channel fleet. He consequently accompanied Admiral Darby to the relief of Gibraltar, in March, 1781, and was stationed in the line as one of the seconds to Sir John Lockhart Ross. He quitted the *Namur*, on her being ordered to the West Indies, at the end of the year 1781, and held no other command till the beginning of 1783, when he was appointed to the Bombay Castle, a guard-ship, at Plymouth. He remained in the Bombay Castle till the end of the year 1785; soon after which, he was appointed commanding officer, as commodore, on the Halifax station. His eldest daughter died there, at the end of the year 1788. On the 24th of September, 1788, he was promoted to the rank of rear-admiral of the white squadron; on the 21st of September, 1790, he was made rear of the red; on the 21st of February, 1793, vice of the blue; on the 12th of April, 1794, vice of the white; on the 4th of July following, vice of the red, and, on the 1st of June, 1795, admiral of the blue. During the latter part of his life, his

In the Spanish armament of 1790, Lieutenant Dacres was appointed, first, to the Dictator, and, afterwards, to the Windsor Castle, of 98 guns, commanded by Captain Sir J. Barclay, and bearing the flag of Rear-admiral Sawyer.

The difference with Spain, it will be recollected, was amicably settled; and, we believe, from that period, till the commencement of the war of the revolution, Lieutenant Dacres remained unemployed. He was then appointed to command the Union, armed brig; an appointment which he held only a very short time, as, in the spring of 1793, he went to the West Indies, in the Hannibal, Captain Colpoys.* In 1794, after his return to England, he was paid off from the Hannibal, and appointed first lieutenant of the Diamond frigate, Captain Sir W. S. Smith.† For this appointment he was entirely indebted to the steady friendship of his former messmate, who apprised him of his good wishes in the following very expressive terms:—

“ Swallow Street, London,

3d April, 1794.

“ MY DEAR SIR,

“ It has quite grieved me to see you hang so long on the lieutenants' list, and I have often wished it were in my power to give you a lift towards that promotion your character and services so justly entitle you to; and though I have ever named you as you deserved, where I thought I could do you service, I have not positive interest enough to get you made. The only thing immediately in my power has afforded me an opportunity of mentioning your name at the Admiralty; and I sincerely hope it may be a

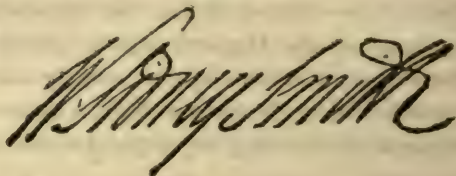
health was in an infirm state. He “ died at Bath, as universally lamented, as when living he had been beloved, in the month of June, 1798.”—*Vide* CHARNOCK's *Biographia Navalis*, Vol. VI. page 336 to 338.

* “ In March, 1793, shortly after the commencement of the late war, Captain Colpoys, continuing in the Hannibal, sailed with the squadron under the command of Rear-admiral Gardner, for the West Indies. Admiral Gardner returned to England in the month of October following; but, previously to his leaving of the West Indies, he dispatched the Hannibal, in company with the Hector, (also of 74 guns) to reinforce the squadron on the Jamaica station. Captain Colpoys, however, returned to England at the end of the year; and, in January, 1794, his ship, the Hannibal, in company with the Culloden, Captain Sir T. Rich, was ordered to escort the Aquilon, on board of which was his Royal Highness Prince Augustus, part of the way to Gibraltar.”—*Vide* memoir of Sir John Colpoys, N. C. XI. 267.

† N. C. IV. 453.

stepping stone to your promotion, in case we should be so fortunate as to make additional claims, from the situation it is in my power to offer you. I am appointed to the *Diamond*, a fine eight-and-thirty, just launched in the river. Lord Chatham is so good as to allow me to name my officers, and I have, at a venture, named you *first*; trusting that your confidence in my friendship will induce you to sacrifice all recollection of my being misplaced, as the commander of the man I was once happy to obey, and that you will accept the appointment.

“ I for my own part freely confess, I make a sacrifice in making you this offer; feeling, as I do, for the delicacy of our mutual situation. In this respect, however, I know your goodness of heart, temper, and good sense, and have no doubt but we shall continue to add new links to that chain which first attached me to you, as your sincere friend



On this occasion, Lieutenant Dacres remained only a short time with Sir Sidney Smith; as, in the month of October following (1794) when Rear-admiral Colpoys hoisted his flag in the *London*,* he went with that officer.

Sir Sidney Smith's friendly wishes, however, were soon afterwards accomplished. In March, 1795, Mr. Dacres was promoted to the rank of commander, in the *Childers* brig; which, in the ensuing August, sailed with the squadron which was sent to convoy the transports to Quiberon Bay.

On the 31st of October (1795) he was farther promoted, by being made post captain in the *Camilla*, of 20 guns; employed, we believe, chiefly in the escort of convoys, or in cruising in the North Sea.

In 1797, Captain Dacres was removed into the *Astrea* frigate, of 32 guns, also employed in the North Sea, under Admiral Duncan. He was paid off from the *Astrea*, in 1799; and, in 1801, by an acting order from the Admiralty, he commanded the *Juste*, of 80 guns; in which he sailed to the West Indies, and back, with

Sir Robert Calder, in pursuit of the French Admiral, Gantheaume.*

On his return to England, Captain Dacres was removed from the *Juste*, and appointed to the *De Ruyter*, of 64 guns, in which he remained till the cessation of hostilities. He was then appointed to the *Desirée*, in which he proceeded to Jamaica, but quitted her there, in consequence of ill health.

At the commencement of the present war, he was appointed to the command of the *Sea Fencibles*, at Dartmouth; and, in 1806, when his old friend, Sir Sidney Smith, hoisted his flag as rear-admiral of the blue, in the *Pompée*, he proceeded with him, as his captain, to the Mediterranean, and consequently shared in all the numerous services in which Sir Sidney was subsequently engaged, on the coast of Calabria, &c.

At a future period, we may perhaps enter, at some length, into the object, nature, and result of these services; but, at present, our notice of them will be very brief. We cannot, however, avoid repeating the following remark, which will be found in our illustration of the View of Capri:†—"It is, indeed, high time the fact should be recorded, that the co-operation of the squadron was decisive towards the success of that campaign in Calabria, of which the most brilliant operation has been somewhat too ostentatiously denominated the BATTLE of Maida; which the NAVAL

* It was towards the latter end of January, 1801, that Gantheaume's squadron escaped out of Brest; in consequence of which, as soon as it was known, Sir Robert Calder was detached, with a squadron from the Channel fleet, in pursuit. His "pursuit, however, proved fruitless. From the intelligence which he had received, he imagined that Gantheaume had steered for the West Indies, and he also shaped his course for that quarter. He arrived off Carlisle Bay on the 25th of March; on the 26th he anchored in Cape Navaire Bay, Martinico; whence, on the 29th, he sailed for Jamaica; and, on the 13th of April, anchored in Port Royal Harbour. Here Sir Robert learned, that Gantheaume had entered the Mediterranean; and, on the 21st of the month, as soon as his squadron had been refitted and revictualled, he left Port Royal, on his return to England, leaving the *Cumberland* to supply the place of the *Thunderer*, the latter ship being in a very bad state. Sir Robert rejoined the Channel fleet early in June."—*Vide* memoir of Sir Robert Calder, N. C. XVII. 98.

† N. C. XXV. 410.

CHRONICLE hereby asserts, and challenges contradiction, would not have been even fought without the navy." *

Sir Sidney Smith arrived at Palermo, in the *Pompée*, on the 21st of April, and took on him the command of the squadron to which he had been appointed.† The Neapolitan government had then been displaced from its capital, Naples itself was in the hands of the enemy, and the native army, assembled in Calabria, had been dispersed. The judicious disposition of the British naval and military force had alone prevented farther mischief: Finding "that Gaeta still held out, although as yet without succour, from a mistaken idea, much too prevalent, that the progress of the French armies is irresistible," it was Sir Sidney's "first care to see that the necessary supplies should be safely conveyed to the governor." This was successfully accomplished; and the enemy, though the besiegers, were, in a measure, reduced to the defensive. The garrison was consequently left in the care of the Prince of Hesse-Philippsthal, and Sir Sidney Smith, with the *Pompée*, *Excellent*, *Athenienne*, and *Intrepid*, afterwards joined by the *Eagle*, proceeded to Naples; an attack on which was apprehended by the French. The city was at this time illuminated on account of Joseph Buonaparte's proclaiming himself King of the

* Major-general Sir John Stuart, in his despatch, dated "Camp, on the Plain of Maida, July 6, 1806," published in the *London Gazette Extraordinary* of September 5, 1806, states as follows:—"The scene of action was too far from the sea to enable us to derive any direct co-operation from the navy: but Admiral Sir Sidney Smith, who had arrived in the bay the evening before the action, had directed such a disposition of ships and gun-boats as would have greatly favoured us; had events obliged us to retire. The solicitude, however, of every part of the navy to be of use to us; the promptitude with which the seamen hastened on shore with our supplies, their anxiety to assist our wounded, and the tenderness with which they treated them, would have been an affecting circumstance to observers even the most indifferent. To me it was particularly so."

In justice to the officers to whom it relates, the following paragraph, immediately succeeding the above, is also proper to be here inserted:

"Captain Fellowes, of his Majesty's ship *Apollo*, has been specially attached to this expedition by the rear-admiral; and, in every circumstance of professional service, I beg leave to mention our grateful obligations to this officer, as well as to Captains Cocket and Watson, agents of transports, who acted under his orders."

Two Sicilies. It would have been easy for the British squadron to interrupt "this ceremony and shew of festivity; but I considered," says Sir Sidney, "that the unfortunate inhabitants had evil enough on them; that the restoration of the capital to its lawful sovereign and its fugitive inhabitants, would be no gratification if it should be found a heap of ruins, ashes, and bones; and, that as I had no force to land and keep order, in case of the French army retiring to the fortresses, I should leave an opulent city a prey to the licentious part of the community, who would not fail to profit by the confusion the flames would occasion, not a gun was fired; but no such consideration operated on my mind to prevent the dislodging the French garrison from the island of Capri, which, from its situation, protecting the communication southward, was a great object for the enemy to keep, and by so much one for me to wrest from him." The French commandant was accordingly summoned to surrender; and, on his refusal, an attack was commenced, in which he fell by the hand of Captain Stannus, of H. M. S. *Athenienne*. The enemy then beat a parley; a capitulation was subsequently signed; and the garrison marched out with the honours of war.* Some projected sorties from Gaeta took place, in consequence, on the 13th and 15th of May. The garrison held out till the 13th of July, but was then compelled to surrender to the French army.

Amongst the various other active, but desultory services, on which Sir Sidney Smith's squadron was employed, in this quarter, may be particularly mentioned that of the attack of Fort Licosa; in which the *Pompée* had a lieutenant (Slessor) and eight men killed, and 33 wounded.

In January, 1807, Captain Dacres, retaining the command of the *Pompée*, as Sir Sidney Smith's flag-captain, proceeded with that officer to the Dardanelles, on the memorable expedition against Constantinople.†

* For the details of this service, *vide* N.C. XVI. 163, *et seq.*; and XXV. 410.

† For the reader who may wish to peruse what has already appeared in the NAVAL CHRONICLE, relating to this expedition, we furnish the following series of references:—Sir J. T. Duckworth's official account of the passage and re-passage of the Dardanelles, Vol. XVII. 426 to 432; extract

Vice-admiral Sir J. T. Duckworth, it will be recollected, was the commander-in-chief, upon this occasion.—By referring to his secret instructions,* it will be seen, that, in consequence of a supposed increase of French influence, in the Othman councils, the admiral was directed to take under his orders, the *Pompée*, bearing the flag of Rear-admiral Sir Sidney Smith, at Palermo; and the *Canopus*, bearing the flag of Rear-admiral Sir T. Louis,† in the Archipelago, with the *Thunderer*, *Standard*, *Endymion*, *Active*, *Nautilus*, *Delight*, *Royal George*, *Windsor Castle*, *Repulse*, and *Ajax*. Having assembled these ships, he was to complete their provisions and water, for four months, at Gibraltar, and then to proceed, without loss of time, to the Straits of Constantinople, there to take such a position as should enable him to effect the object of the expedition. Immediately on his arrival at Constantinople, Sir John Duckworth was to communicate with the British ambassador there, to send him certain despatches, and to consult with him on the measures that might be necessary to be taken. Should he find, that the subject of difference had been amicably settled between the Turkish court, and the British

from a letter, by an officer of the *Canopus*, containing additional particulars respecting the expedition, *ibid.* 464; extract from another letter, by an officer of the *Active* frigate, on the same subject, *ibid.* 466; various other particulars, in the biographical memoir of Sir J. T. Duckworth, Vol. XVIII. 21 to 26; description of the approaches to Constantinople by water, from the Archipelago, *ibid.* 86; a Journal, from the 29th of January, 1807, to the 20th of March following, inclusive; comprising an account of the passage and re-passage of the Dardanelles, *ibid.* 133; Sir J. T. Duckworth's letter of thanks to the officers, &c. under his command, *ibid.* 137; Mr. Taylor's (M.P. for Barnstaple) motion, in the House of Commons, for various papers relating to the expedition against Constantinople, Vol. XIX. 153; Copy of the Orders (*Most Secret*) to Sir J. T. Duckworth, to proceed to the Dardanelles, dated January 13, 1807, *ibid.* 273; Sir Sidney Smith's *ungazetted* letter on service, relating the particulars of his successful attack on the Turkish squadron, off Point Pesquies, Feb. 19, 1807, transmitted by *NAUTICUS*, *ibid.* 292; Colonel Wood's motion, in the House of Commons, for the production of copies of the journal or log-book of the *Royal George* (the commander-in-chief's ship) from the 19th to the 22d of February, 1807, &c. *ibid.* 425.

* N. C. XIX. 273.

† For the portrait and memoir of this officer, *vide* N. C. XVI. 177. Some particulars of his death, at Alexandria, in Egypt, on the 17th of May, 1807, are recorded in Vol. XVIII. page 84.

ambassador, he was to preserve the relations of amity : if not, he was to commence offensive operations ; having previously demanded, in case of their detention, the ambassador and his suite, together with all the persons connected with the British factory ; and, in the event of that demand not being complied with, he was to proceed to measures of hostility against the city. Should the result of his communications with the ambassador be such as to render necessary the commencement of hostilities, he was to demand the surrender of the Turkish fleet, with a supply of naval stores sufficient for its equipment. This demand was to be accompanied with a menace of the immediate destruction of the place, and, should any negotiation be proposed by the Turks, as it would probably be only with the view of preparing means of resistance, and of securing their ships, the negotiation was not to be continued more than half an hour. In the event of an absolute refusal on the part of the Turks, Sir John Duckworth was to cannonade the town, or attack the fleet, wherever it might be ; holding it in mind, that the getting the possession, and, next to that, the destruction of the fleet, was the object of the first consideration.

How far these, and the concomitant points of the instructions, were executed, will be hereafter seen.

Having received his final orders, Sir John Duckworth parted company with Lord Collingwood ; and, on the morning of the 19th of February, as appears by the admiral's despatches,* he passed the Dardanelles.† At the same time, Sir Sidney Smith attacked and destroyed the Turkish protecting squadron, off Point Naggara ; ‡ (improperly called Pesquies) and, on the evening of the 20th, the British squadron came to an anchor near the Prince's islands, about eight miles S.E. from Constantinople.

Notwithstanding this auspicious commencement of proceedings, the time was unfortunately frittered away, in an unsuccessful negotiation, till the 27th of February ; at which period Sir John

* N. C. XVII. 428.

† A Chart of the Strait of the Dardanelles, serving to illustrate the passage, and as a proper accompaniment to this memoir, will be found at a subsequent page.

‡ N. C. XVII. 428, 429, 430 ; and XIX. 292 to 295.

Duckworth states, that "the whole line of the coast presented a chain of batteries; that twelve Turkish line-of-battle ships, two of them three-deckers, with nine frigates, were with their sails bent, and apparently in readiness, filled with troops: add to this, near one hundred thousand were said to be in Constantinople, to march against the Russians; besides, there were an innumerable quantity of small craft, with boats; and fire vessels had been prepared to act against us."*

Feeling himself altogether incompetent to contend with such a force, Sir John, on the 1st of March, came to a determination of repassing the Dardanelles; a determination which had been carried into effect, about noon, on the 3d.

In justice to Sir John Duckworth, it here seems necessary to transcribe the following passage from his despatch, dated *Royal George, without the Dardanelles*, March 6, 1807:—

"At noon of the 21st (Feb.) Isaac Bey, a minister of the Porte, came off; from whose expressions Mr. Arbuthnot thought it impossible not to believe that, in the head of the government (for in the present instance every circumstance proved, that between him and the armed populace a great distinction is to be made) there really existed a sincere desire for peace; and the negotiation was carried on, as will appear by the documents transmitted to your Lordship (Collingwood) till the 27th; but from the moment of our anchorage till we weighed, on the morning of the 1st of March, such was the unfortunate state of the weather, that it was not at any time in our power to have occupied a situation which would have enabled the squadron to commence offensive operations against Constantinople. On Sunday the 22d alone, for a few hours, the breeze was sufficient to have stemmed the current where we were placed; but such was the rapidity on shore, where the *Endymion* was at anchor, that Captain Capel thought it very doubtful whether the squadron could have obtained an anchorage, though it had been held in preparative readiness, by signal, from day-break; but the peculiarly unsettled state of the weather, and the minister's desire that I should give a few hours for an answer to his letter, through Isaac Bey, prevented me from trying. Before five o'clock P.M. it was nearly calm; and in the evening the wind was entirely from the eastward, and continued light airs or calm till the evening of the 28th, when it blew fresh from the N.E. and rendered it impossible to change our position."†

We have long been in possession of a variety of important (unpublished) documents, illustrative of the Dardanelles expedi-

tion ; and we gladly embrace the present, as a favourable opportunity, for introducing them in our CHRONICLE.

As impartial observers, it seems to us, that there were several circumstances, which ought to have pointed out Sir Sidney Smith, as the most proper officer that could be selected, for the conduct of an expedition against Constantinople. His local knowledge of the country, it is thought, might have been an object of some consideration ; he spoke the language ; he had proved himself the saviour of the Othman empire, at St. John of Acre ; and he had been accredited as a joint minister plenipotentiary to the then reigning Sultan, Selim III. Yet, palpably absurd as it must appear, he was taken from the active station of Sicily, where he commanded,* and placed, not *first*, nor *second*, but *THIRD*, in command of an expedition, of which he alone was competent

* The subjoined translation of a letter (in French) from the reigning Queen of the Two Sicilies, to Rear-admiral Sir William Sidney Smith, dated Palermo, January 25, 1807, and inclosed in a packet from the King (Ferdinand IVth) containing the insignia of the Order of St. Ferdinand and of Merit, will shew how sensibly the departure of Sir Sidney was felt by the Sicilian government :—

“ MY VERY WORTHY AND DEAR ADMIRAL;

“ I cannot find sufficient expressions to convey the painful feelings which your departure (so very unforeseen) has caused, both to me, and among my whole family. I can only tell you, that you are accompanied by our most sincere good wishes, and more particularly on my part by gratitude that will only cease with my life, for all that you have done for us ; and for what you would still have done for us, if every thing had not thwarted you, and cramped your zeal and enterprise.

“ May you be as happy as my heart prays for you ! And may you continue, by fresh laurels, both to augment your own glory, and the number of the envious. I still cherish the hope of seeing you again in better times, and of giving you proof of those sentiments which, at the present moment, I cannot express : but you will find, in all times and places, (whatever may be the fate reserved for us) our hearts gratefully attached to you, even unto the grave.

“ Pray make my sincere compliments and thanks to the Captain [Dacres] and to all the officers of *Le Pompée* ; as well as my good wishes for their happiness. Assure them of the pain with which I witness their departure.

“ I am, most truly, for life,

“ Your very sincere and devoted friend,

“ CHARLOTTE.”

to be the commander-in-chief! and, as an aggravation of this absurdity, when on the spot, he was not employed in the only diplomatic part of the proceedings, which Sir John Duckworth entrusted out of his own hands! At the very time that the commander-in-chief was complimenting Sir Sidney Smith, Sir T. Louis was officiating, as his deputed diplomatic agent!

From the numerous documents lying before us, we shall first select the following copy of a letter, addressed to the Sultan (Selim III.) which was drawn up by Sir Sidney Smith, a few days prior to the passage of the Dardanelles:—

“ On board *H. M. S. Pompée*, off the *Dardanelles*,
12th February, 1807.

“ MAY IT PLEASE YOUR IMPERIAL MAJESTY,

“ SIRE,

“ In approaching your Imperial seat of Government, I feel the same respect for your Imperial Majesty personally, the same desire to promote your happiness, and preserve your tranquility, that I did eight years ago, when I was sent to cement the ancient friendship which, I trust, still subsists between your Imperial Majesty and my august Sovereign, George the Third, by signing a Treaty of Alliance, on which basis the combined forces afterwards acted against the common enemy, and secured the integrity of your Imperial Majesty's dominions.*

“ It was hoped that the Peace of Paris, which was the result of those labours, would have been permanent for the advantage of all parties; but the immeasurable ambition of Buonaparte continued to oppress and absorb the surrounding States, for his own, and his family's aggrandisement; and by the mission of Mr. Sebastiani (as it is avowed in that emissary's report) he sought to effect, in Syria and Egypt, by intrigue and influence, that which the French arms had failed to accomplish.

* It is deserving of remark, that one of the motions made by Mr. W. Taylor, in the House of Commons, on the 15th of February, 1808, (N. C. XIX. 153) was for a copy of any separate article of the Treaty of Alliance, dated January 5, 1799, relative to the free passage of the Dardanelles, by British ships of war; when it was denied by the ministerial orator, that any such arrangement had been made. This very article, however, is to be found, *verbatim*, in a note affixed to a State Paper, in the XXIVth Volume of the NAVAL CHRONICLE, page 46.—The reader is requested to observe, that the whole of the note here alluded to (the first note at page 46), after the word “recollection,” at line 8, should be transferred to the last line of the second note on page 47, after the word “formalities.” On the correction of this mistake, the whole sense of both passages depends.

" The British government, true to the principles on which the triple alliance was established, and trusting that, as the interests of the Sublime Porte were the same, its conduct would be so likewise, resisted these encroachments, and this fresh aggression, by all the means in its power; and although the principal ground of the war was that very proof of the continued intention of Buonaparte to pursue the original plan, subversive of the integrity of the Ottoman empire, Great Britain, feeling herself strong enough to resist France single-handed, purposely declined committing the neutrality of the Sublime Porte, by an act which might justify a new French invasion, and deprive it of the tranquility necessary for the restoration of its resources.

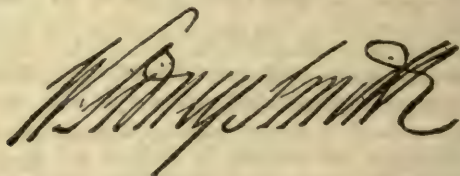
" Little could it be thought that such delicate conduct would be repaid by allowing the French agent, who had failed in his attempt to regain a footing in distant provinces by intrigue, to acquire an ascendancy in the councils of the government in the capital, equal to the direction of the whole empire, and the consequent annihilation of the power of the august Sovereign whom I have now the honour of addressing. Surely his *will* never can have consented to such a degradation! Shall the magnificent Ottoman Sultan, who (from respect to his great ancestors, and his own high situation) so long cautiously avoided the humiliation of corresponding with an Asiatic usurper, or an African rebel, allow himself to be dictated to on his throne, to his own utter ruin, by the man he resisted successfully in three campaigns; who, whatever he may denominate himself, or be denominated by servile flatterers, is in fact no more than a successful rebel, who has usurped, by violence and bloodshed, the throne of his master, the ancient ally of the Sublime Ottoman Porte, and the palace of his benefactors, whose bounty taught him the art of war, by which he in vain endeavoured to prevail against the Ottoman arms. Shall it be said that Buonaparte, who could not succeed by force in the provinces, has succeeded in obtaining the dominion of the entire Ottoman territory by arts of another kind, by fallacious reasoning, and by bribing your Imperial Majesty's servants to desert, and betray, their master, as he did his? No! let it be rather recorded, that Sultan Selim the Third proved himself worthy of his ancestors, his throne, and his people, by stepping forward to assert, establish, and secure their honour, splendour, and prosperity; joining hands with those who have the power, as well as the will, to protect or to punish.

" The door is still open for your Imperial Majesty to pursue this dignified line of conduct, by causing the French ambassador to withdraw from your Imperial residence, recalling those of the two Sovereigns whose friendship you have found advantageous to your security, and employing the resources of your great empire to the preservation of its integrity and independence. The time is come for your Imperial Majesty to decide, for the interval of negotiation will soon, very soon, be at an end; and if you decide that these resources shall be at the disposal, or within the reach of France, our common enemy, your Imperial Majesty cannot doubt but that we shall deplore that enemy of them all. Should I ever see that fleet,

which your Majesty was graciously pleased, at one time, to confide to my fostering care, destroyed by the unavoidable events of war, I shall feel the same pain a man must feel, who sees the house he built, and the trees his hands planted and watered, in ruins and in ashes; yet that pain he must submit to, rather than see them in the hands of his declared enemy; for he must consider *that* as the least of the two evils, and bow to dire necessity. Think, most gracious Sultan, while it is yet time, and place your fleet, your capital, your palace, and your person, out of the reach of such events as must follow your continuance in the line of conduct your present counsellors are pursuing, by a prompt acquiescence to the reasonable propositions of his Britannic Majesty's ambassador, for your Imperial Majesty's, and the general good, and by placing your interests in the keeping, and your fleet under the protection of an ally, whom your Imperial Majesty well knows to be just and merciful, even to its enemies, and to be most faithfully attached to your Imperial Majesty.—In these sentiments I have the honour to subscribe myself, with the most profound respect,

“ Your Imperial Majesty's most sincere friend, &c. &c. &c.

(Signed)



Neither the English original of the above letter, which was placed by Sir Sidney Smith in the hands of the admiral-in-chief, nor the Italian translation, which was entrusted to Mr. Arbuthnot, was ever sent to the Sultan. With the reason of this omission, we are unacquainted; but it is the more remarkable, as both the commander-in-chief and the British minister professed a perfect acquiescence with the sentiments which it expressed; and those sentiments indeed formed the basis of a conversation, which was holden with Ishak Bey, who was sent off by the Porte, possibly with the connivance of Sebastiani.—That Sir John Duckworth entertained, or professed to entertain, a high opinion of the talents of Sir Sidney Smith, is also sufficiently evident, from the following passage, extracted from a letter of his, addressed to Sir Sidney, dated *Royal George, at anchor off the Dardanelles*, February 16, 1807:—

“ Should a gauntlet with the minister be necessary to run, I should have two powerful motives to call for your assistance: first, as I know no man

more equal to the undertaking; and, when there, your knowledge of diplomacy must be highly beneficial."

The subjoined is the copy of a letter which the same officer subsequently received from the commander-in-chief, referring to Sir Sidney's letter to the Sultan :—

" In the name of Mr. Arbuthnot, who is just going into the boat, and myself, we thank you for the attention you have shewn, in thus addressing the Sultan; and we shall judge from events, whether it will be right to put the Sultan in possession of it, which you will in course be acquainted with.

" I am, with esteem, &c. &c.

" J. T. DUCKWORTH."

" *Royal George, February 18, 1807.*"

With Sir Sidney Smith's *ungazetted* letter on service, relative to the destruction of the Turkish protecting squadron, off Point Pesquies, on the 19th of February, the readers of the NAVAL CHRONICLE are already acquainted.* The orders which Sir Sidney received from the commander-in-chief, for performing that service, were as follows :—

" *Royal George, off the Dardanelles,
February 18th, 1807.*

" SIR,

" As it appears, from the best information, that a Turkish squadron, consisting of one ship of the line, some frigates, and corvettes, are at an anchor off Pesquies, above the upper castles in the Dardanelles;

" It is my directions, in case the castles and forts should hostilely oppose our going up, and the ships and vessels of war should continue at their anchorage, that, with the Thunderer, Standard, and the frigates, you bring to and destroy them; letting as many of their crews as their own boats can contain land, and receiving the remainder on board his Majesty's ships, till an opportunity offers to put them on shore.

" I have the honour to be, Sir,

" Your most obedient humble servant,

J. T. Duckworth

" *To Rear-admiral Sir W. Sidney Smith, &c. Pompée.*"

* *Vide* Vol. XIX. page 292.

On this occasion, one line-of-battle ship, of 64 guns, four frigates, three corvettes, one brig, and two gun-boats, were burnt; and a corvette and gun-boat were taken possession of, without the loss of a single man killed, on the part of the English.*—Some farther particulars of the action will be seen, by the following letter on service, from Captain Harvey to Sir Sidney Smith :—

“ SIR, “ *Standard, Sea of Marmara, February 20, 1807.*

“ Agreeable to your directions yesterday, for destroying the Turkish frigates and corvettes on shore, near the *Standard*, I beg leave to report the very able and gallant manner in which the officers employed on that service performed it.

“ Previous to the *Thunderer*’s boats arriving, I had despatched Captain Nicholls, of the royal marines, who very handsomely volunteered his services on the occasion, with Lieut. Tynmore, royal marines, and Lieut. De Bouille, Dillon’s regt. in a boat to set fire to the frigate bearing the flag of the Captain Pacha, in performing which service one man was dangerously wounded in the boat. I have given you Captain Nicholls’ report of his proceedings.

“ The *Thunderer*’s boats, under the directions of Lieutenants Carter, Waller, and Coleby, of that ship, I sent to destroy the other frigate and corvettes, which they very ably and gallantly performed; and I trust the conduct of the officers employed on this service will meet your approbation.

“ I have the honour to remain, Sir,

“ Your most obedient humble servant,

“ THOS. HARVEY.”

“ *Sir Sidney Smith, Knt. &c.*”

Captain Harvey’s letter to Sir Sidney Smith, with the report from Captain Nicholls, mentioned above, have already appeared (*exclusively*) in the NAVAL CHRONICLE.† Captain Nicholls boarded the ship bearing the flag of the Othman admiral, under a fire of musketry from the shore: after striking the flag, and setting fire to the ship, he proceeded to destroy the battery, on the point; in which he found thirty-one guns, eight of which were of brass, carrying a ball of upwards of 200 lbs.; the rest were iron 32 and 24-pounders, all of which he spiked, and blew up the magazine. He gave the admiral’s flag to Captain Blackwood,

* For a copy of the *Minutes of Signals noted on board H. M. S. Pompée, the 19th of February, 1807, in passing the Dardanelles; by Lieutenant Charles Thurlow Smith,* vide N. C. XXIV. 42.

† Vol. XXIV. page 206.

to send to Sir John Duckworth, and his jack he sent to Captain Harvey; by whom, as appears from the subjoined letter, it was forwarded to Sir Sidney Smith:—

“DEAR SIR,

“*Standard, Saturday, 21st February, 1807.*

“I send you the names of the officers of the *Standard* and *Thunderer*, employed in destroying the frigate and corvettes, under my immediate eye, and I assure you they merit your approbation; and had not the *Standard's* two cutters been disabled by shot, and our yard tackles shot away, the officers of the *Standard* would have had a more active part.

“I send you the Captain Pacha's jack. The ensign was shot away. The flag at the mast head was, unfortunately, through mistake, given to Captain Blackwood.

“I shall do myself the honour of waiting on you at three, if we remain quiet, and will bring Captain Nicholls.

“Believe me, dear Sir, your faithful humble servant,

“*Sir Sidney Smith, Knt.*”

“THOS. HARVEY.”

The following official communication relates to the close of the service off Point Naggara:—

“SIR,

“*Active, at anchor off Pesquies,
21st February, 1807.*

“The battery on Point Pesquies having been rendered unserviceable by the destruction of the gun-carriages, and spiking and filling the guns thereon, as were those in the wreck, I do myself the honour to communicate the completion of this service to you; and it is a very satisfactory part of my duty to bear testimony to the gallant and judicious conduct of Lieutenant Carroll, of the *Pompée*, who speaks in the highest terms of praise of the officers and men under his direction.

“The Turks were in general kept in check by the fire of the *Active*, and her launch; but they made one resolute push, whereby two men were wounded.

“I enclose a list of the officers and petty officers employed under Lieutenant Carroll's orders on this occasion, and a list of the wounded.

“I have the honour to be, &c.

(Signed)

“R. H. MOUBRAY.”

“*Rear-admiral Sir W. Sidney Smith, Knt. &c.*”

“*List of Officers and Petty Officers, employed under the direction of Lieut. W. F. Carroll, of the Pompée, at the demolition of the Battery on Point Pesquies, and of the Wounded, the 21st of February, 1807.*

| | |
|--------------------------------------|-----------|
| “Walter Coker, Lieut. | } Active. |
| “David Holt, R.M. | |
| “William Lawrie, R.M. | |
| “David Sinclair, master's mate | |

Pompée.
Active,

| | |
|---|-----------|
| "Thos. Smith (late Ajax) Mid. | } Pompée. |
| "George Parkyns | |
| "Edmund Lyons | } Active. |
| "Norfolk King | |
| "—— Oliver } Seamen belonging to H.M.S. Pompée, | |
| "John Holloway } wounded. | |
| "William Anderson, Marine | Active. |
| (Signed) "R. H. MOUBRAY." | |

Previously to his despatching of his public letter, of February 21,* relative to the passage of the Dardanelles, Sir John Duckworth desired to see Sir Sidney Smith, who accordingly attended on the vice-admiral; and, we apprehend, some variation was consequently made in the letter. On hearing it read, Sir Sidney offered a remark, on the unnecessary introduction of a lieutenant of the *Repulse* into the drama, which had been going on very well, and would have gone on better, without his interference; he having, as we understand, pretended to act under a superior authority to that of the lieutenant of the flag-ship of the rear division (the *Pompée*) who was in possession of appropriate instructions to prepare every thing for the ignition of the Turkish 64-gun ship, to hoist a flag when ready, and to wait for the affirmative answer from the *Pompée*, on the signal to put the match to the preparations. She was set fire to, previously to this signal, which was suspended, to allow time for the battery on the point to be completely destroyed, under cover of the prizes' guns, for the *Standard* to withdraw from the sphere of her explosion, and for the *Pompée* and *Thunderer* to pass her before she should be in flames. This precipitation of the lieutenant of the *Repulse*, who had made none of these reflections, and whose captain could not regulate his acts, as Sir Sidney Smith had called Captain Legge to him, by signal, was attributed to the general eagerness in urging the destruction of the 64, seeing the signal for her destruction to have been made by the *Royal George*; and, as it was not attended by any bad consequences, farther than some risk, without damage, to the *Standard*, some delay in the junction of the *Pompée* and *Thunderer* with the van, and the impossibility of our boats maintaining their ground on *Pesquies Point*, long enough to level the battery, though thirty-seven guns were spiked

* N.C. XVII. 428.

thereon, Sir Sidney did not accept of Sir John Duckworth's natural and necessary offer to investigate the interference of the lieutenant of the *Repulse*, who appeared to him to have acted, conceiving himself to have been so authorised, and from great zeal.

At a subsequent period, Sir Sidney Smith's opinions were taken, on certain points of important consideration ; but, if we may judge from Sir Sidney's answers to a string of queries from the vice-admiral, bearing the date of *February twenty-seven*, it appears that he was consulted, rather as to what *might have been* done, than with a view to any plan of operations in prospective.

From the queries and answers alluded to, we learn that Sir Sidney Smith did not conceive that it would have promoted his Majesty's service, to cannonade the city of Constantinople, on the arrival of the British squadron ; " there being reason to hope that the objects in question might be obtained by negotiation ; whereas immediate hostility would have precluded intercourse, and all possibility of amicable discussion and arrangement." For various causes ; such as the circuitous eddies within the harbour ; the prevalence of the northerly current of the Bosphorus, which, setting directly on the Seraglio point, would prevent a disabled ship from extricating herself ; the Turkish mode of warfare, every man being armed with a rifle, and skilful in using it, &c. Sir Sidney Smith was also of opinion, that it would not have been advisable, if practicable, to lead the squadron to the attack of the arsenal.

" The negotiation with his Majesty's minister, Mr. Arbuthnot, having failed of success, do you consider the present squadron equal to forcing the Turkish government into terms, or to destroy their navy, and afterwards be in a state to pass through the Dardanelles?"

This query received the following answer :—

" Being necessarily in a state of hostility, as well from the engagements existing with Russia, as the distinct menaces which have been held out to the Turkish government, in case of its not yielding to amicable representation, it seems advisable to try the effect of bombardment without, in the first instance, committing the line-of-battle ships under the fire of the new batteries, which have been raised under the directions of the French engineers. If this should provoke the Turks to risk their navy outside the harbour, we shall therein find our advantage. The effects of such bombardment at the seat of government, may induce the Divan to concede some points as the price of its cessation. It will divide the parties in the

town more distinctly, and, I think, insulate the French, or war party; while the other, to which it may be presumed the Sultan is most inclined, will endeavour to re-open intercourse and negotiation with the ambassador, through which means our free communication with our resources on the other side the Dardanelles may be conceded to us, as the price of the equivalent concession to the capital, for a limited time; for it is to be remembered, that this immense city is supplied, from day to day, by water, in small boats, chiefly from Asia, with all kinds of provisions, corn coming by way of the Dardanelles; consequently, the position of the squadron immediately off the town, shortens the duration of the time the government can possibly hold out. Their magazines cannot have any thing like four months' provisions, and the authority which sent this squadron hither, will, no doubt, take care that supplies are sent up, which can reach us in the same way we reached this spot; and this being a key-post, I think it ought not to be relinquished without an order counter to that by which it was occupied. The Turks, having their attention and resources devoted to the defence of the capital, cannot execute the suggestions which, no doubt, the French engineers will make to them, of increasing their means of a cross fire at the Dardanelles. His Majesty's government are in possession of a plan for securing the European side of that entrance, in a manner to oppose the fire of those castles, to the castle on the Asiatic side, by landing a body of troops behind the former, in the gulf of Saros; and having ordered this small squadron hither, must necessarily consider of, and apply, the means of supporting and extricating it. As long as the capital is closely blockaded and menaced by the squadron in its immediate vicinity, its councils are paralyzed, and its authority weakened, with respect to all the distant parts of the empire. His Majesty's officers employed elsewhere can act, in the name of, and for, the Sultan, by representing him, as he is, a prisoner of the French faction; and it may not be impossible to get him secretly to convey his consent thereto, in order that he may, by our means, preserve the Asiatic and best part of his empire, when he sees the northern portion of it a prey to immediate invasion. To preserve terms with him, personally, and prevent a greater degree of distress bearing on the peaceable inhabitants than need be, a warning to his Majesty, personally, to quit the Seraglio, with his family, and our indication of Galipoli, Lemnos, and Tenedos, as neutral places of refuge, might be sent officially, previous to the bombardment, and publicly circulated in the town with good effect."

It will have been observed, that in these remarks are also comprised Sir Sidney Smith's opinion, as to the propriety of blockading the Dardanelles, or of remaining before Constantinople; and whether, considering the state of the fleet, with respect to provisions, it would be judicious to risk a continuance at the anchorage off the Turkish capital.

In a letter to Sir John Duckworth, dated off Constantinople,

March 1, 1807, Sir Sidney Smith says—"I should be wanting towards you, after the desire you have expressed to receive such suggestions as arise in my mind, if I omitted to submit to your consideration the utility of making a demonstration while the squadron is under way, on the west end of the city, between the Seven Towers and the western mosque; the effect of which remaining position might make the government more apprehensive of the party which is averse to receiving the effect of our fire, than it is of the party whose presumption or policy tends to provoke it, and prevent the Sultan listening to the ambassador's propositions; at any rate, it would induce the government to re-open intercourse, and give an opportunity of claiming a free passage for the ambassador through the Dardanelles, as was allowed to Mr. Italinski. I dare say they would gladly compound for getting rid of the whole of us, and consequently that no orders exist at the forts below for firing on ships bound down; a *ferman*, however, would be the best security for masts and yards, which are not to be had at Malta, even for a frigate. A previous intercourse with the governor may ascertain this point.* If you should decide to anchor again, the north coast of the Sea of Marmara has the best anchorage."

After noticing some subordinate points, as to the conveyance of letters, &c. Sir Sidney Smith observes—"I mention these things, in consequence of our conversation, merely as means of doing what you may project, without urging or proposing any new measure, as I am persuaded the Sultan's disposition, and that of the persons in his council, who were originally the partisans of the triple alliance, remain the same, but that they are under the coercion of the French faction, who have found means to excite a fanatic mob to insurrection; and consequently, that the government rather look to us for protection, in aid of a counter-insurrection of the Sultan's adherents. Being sincerely anxious for your credit, I will venture to mention, before you repass the Dardanelles, (as I presume to be your intention, by your getting

* Sir Sidney Smith subsequently wrote to the governor of the castle at the Dardanelles, to dissuade him individually from hostilities; but the result was not successful.

under way with a N. E. wind) that it is possible the courts of Petersburg and England may have combined a military operation for the pressure of this capital, by means of the *two* fleets, one to the northward and the other to the southward, and a Russian army ; in that case, the order, in consequence, that will come up, will be positive, grounded on your having passed the Dardanelles upwards, which will be taken for granted, from your known intrepidity, and the talent you have often evinced, as well as on this occasion, of attaching your followers to you, in emulation of your spirit of enterprise : in that event, we shall have to pass them upwards again." In a postscript to this letter, it is remarked, that " the eddy runs from west to east along the town wall ; so that fire-ships, from the Bosphorus, would not drift on us, as they would in our former berth in the stream. Northerly gales last some days here."

In another letter of the 1st of March, dated from off Cape Stephano, Sir Sidney Smith informs Sir John Duckworth, that the powder manufactory and magazine, from which not only the capital, but the northern army was supplied, stood amongst the white buildings, near Cape Stephano. " The bombs," says Sir Sidney, " can anchor at any distance from the shore, the range of mortars may require ; or fire random shells, under way, with a chance of blowing the whole up ; which will, of course, paralyze their fleet, as it is not allowed to have powder on board, in the arsenal ; nor do they venture to keep much in the *dépôt* at Tophanna." It was also conjectured, from the notorious providence of the Turks, that, though the magazine might be bomb proof, the manufactory was not.

That Sir John Duckworth did not fall in with Sir Sidney Smith's ideas, is sufficiently evident, from a letter, dated Royal George, March 1, 1807, in answer to those which we have just noticed ; in which he observed, that no man could feel more sensible of those strong marks of friendship which Sir Sidney had evinced towards him, by the various suggestions in his two letters ; and most truly desirous was he to benefit by the aid of such talents, and he certainly knew he had his all at stake ; yet, with the decided manner in which the Porte had acted since their *projêt*, it seemed impracticable to obtain any communication with it ; and

he really conceived, from delay, that great evil must arise, and his Majesty's service be essentially injured, without the most distant prospect of advantage; and to combat with an empire, which appeared so positively hostile, in a sea where the squadron was shut out from all possible resource, could not be attended with any advantage, but might evidently tend to the destruction of our squadron, which, in the present state of the Mediterranean, he felt, could not be justified.—As to the magazine, he certainly should be well disposed to destroy it; but, from various information, he had learned, that, as fast as the powder was manufactured, it was deposited in a place of safety; and it was not possible to suppose, when we had been off the town for ten days, that the Turks, knowing that vulnerable part, would not have provided against our doing them so essential a piece of mischief. Sir John Duckworth, therefore, requested that Sir Sidney would come on board the Royal George, that he might more fully explain his ideas, than time would then admit his doing by letter.

In accordance with the opinions thus expressed, Sir John Duckworth had weighed anchor, on the morning of March 1; he stood on and off, during the day, to give the Turks an opportunity to attack him, should they have been so disposed; at dusk, he bore up with the squadron; and, towards the evening of the 2d, he brought the squadron to an anchorage off Point Pesquies [Abydos]. In the morning of the 3d, the squadron again weighed; and, about noon, every ship was in safety outside the passage.* “The Turks,” said Sir John Duckworth, “had been occupied unceasingly in adding to the number of their forts; some had been already completed, and others were in a forward state. The fire of the two inner castles [Sultanieh and Kelid-bahar] had, on our going up, been severe, but, I am sorry to say, the effects they have had on our ships returning, has proved them to be doubly formidable: in short, had they been allowed another week to complete their defences throughout the Channel, it would have been a very doubtful point whether a return lay open to us at all.”† The mainmast of the Windsor Castle was “more than three quarters cut through by a granite shot of eight hundred

* N. C. XVII. 427.† *Ibid.* p. 428.

weight," and great difficulty was found in saving it.—The total loss, sustained in this fruitless expedition, was 42 killed, 235 wounded, and 4 missing; the *Pompée's* share of which was only five seamen wounded, in passing the Dardanelles upwards, on the 19th of February.*

On the following day (March 4) Sir John Duckworth issued a letter of thanks to the officers, &c. under his command. This document has already appeared in the *NAVAL CHRONICLE*.† The copy, addressed to Sir Sidney Smith, was accompanied by the following lines :—

“ *Royal George, March 7, 1807.*

“ Feeling that the want of ultimate success should not restrain me from doing that justice I owe to those who have so handsomely supported the honour of their country, I enclose you a copy of thanks, I think it my duty to issue, as a tribute of my approbation and obligation to the squadron, and to none more than you, my dear Sir! for which I again offer you my thanks, as I am, with high esteem and regard, &c. &c. &c.

“ *Sir W. S. Smith.*”

“ J. T. DUCKWORTH.”

The subjoined letter, which Sir Sidney subsequently received from his friend, Sir Alexander Ball, will, in this place, be read with some interest :—

“ *Malta, 31st March, 1807.*

“ I sincerely congratulate you on the very distinguished honours which you acquired on the 19th of February, in forcing the passage of the Dardanelles, and destroying the Turkish squadron under the command of the Captain Pasha. It is the first, and probably will be the last attempt of the kind, that an hostile fleet will make, without the co-operation of an army.

“ I am very much obliged to you for the copy of your letter to Sir J. Duckworth, detailing the operations of the detachment (under your immediate direction) in the destruction of the enemy's squadron. I have transmitted copies in every direction; Sicily, Sardinia, Corfu, and the Barbary States.—I trust that our ministers will fully appreciate the services you have rendered the country, and that they will be satisfied that, with so small a force, more could not have been done. Those Russian officers who urged the making another effort to attack Constantinople, should have

* For the official returns of the killed and wounded, on board Sir John Duckworth's squadron, in forcing the passage of the Dardanelles, on the 19th of February; at the attack of *Prota*, on the 27th; and on returning through the Dardanelles, on the 3d of March, *vide* N. C. XVII. 431, 432.

† Vol. XVIII. p. 137.

been impressed with the necessity of losing no time on their passage from Corfu to the Dardanelles; and, consequently, should not have stopped several days at the island of Idra; as they ought to have been sensible, that a fortnight's preparations, with such resources as the Turks possessed, would enable them to bid defiance to any naval force that could be sent against them. Had they proceeded direct from Corfu, to join Sir John Duckworth, they might have felt the strength of the castles in the Dardanelles, and have witnessed the impracticability of accomplishing more than was effected by our squadron.

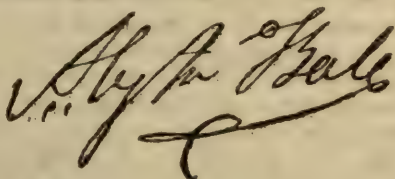
"I hope Hallowell has succeeded in his expedition, without loss.* Sir Thomas Louis's squadron prevented the Turks sending supplies, and reinforcing their different garrisons; otherwise they would have been put in a good state of defence.

"I send you a copy of the financial plan, which has given so much satisfaction in England. It will astonish Buonaparte. Mr. Fox used to say, that our national debt was the best ally of France: we shall prove that we can conquer that apparently formidable foe, and teach France that we are not to be intimidated by a war against our finances.

"Admiral Thornborough is expected daily to succeed Sir J. Duckworth, who is to have a command in the Baltic.

"Adieu.—I beg you to believe me, with great esteem,

"Very sincerely, yours,



"Rear-admiral Sir Sidney Smith, K.S."

* The expedition here alluded to, is that which had been despatched by Lord Collingwood, against Alexandria, in Egypt: for the official particulars of which, *vide* N. C. XVII. 433, 434.—The troops, consisting of about 5,000 men, were landed by Captain Hallowell, on the 17th and 18th of March, within the reef of the western harbour, at the gully between that and the Lake Mareotis, nearly half way between Marabout and Pompey's Pillar. Major Misset, the consul general, and Mr. Briggs, the vice-consul, from the favourable disposition of the inhabitants, and the expressions of the Pasha, were induced to report, that the latter was ready to sign a capitulation, and that not a gun would be fired. His fears for his head, however, became stronger than that of our arms, *sitting*, of course, behind his walls, and he sent a refusal. It therefore became necessary to force his first posts, which, after a little firing, were soon abandoned. Our army went round by Pompey's Pillar, to the southward; and, on the afternoon of the 20th, finding that farther opposition would be useless, the

Sir Sidney Smith's opinion of the expedition, and of the manner in which it had been conducted, will best be seen, by the following passage of a letter from him, addressed to a near relative in England :—

“ *Pompée, off the Island of Tenedos, March 11, 1807.*

“ I have written at length to ———, to ———, and to ———, as I could seize moments in the midst of my occupations ; amongst which, the throwing in hints my experience dictates, to prevent things going from bad to worse, has been an unceasing one, though I fear a thankless office. However, a sense of duty makes me act conscientiously, and my motives are not doubted by those who do not follow the advice, or take the early warnings I have given. 'Tis poor consolation to me, to see the result sometimes justify my predictions ; 'tis painful to see so much within our reach, while our means of realising any object are inapplicable, notwithstanding their apparent magnitude ; 'tis painful to look back, and our ascendancy in these countries lost, by the political experiment of sending new diplomatic men, who (whatever their talents) had to buy their local experience, and, during their noviciate, were totally in the hands of a *dragonan*,* who, if not in the French interest, was in that of the Turks ; which becoming blended latterly by the march of the Russians into Moldavia and Wallakia, enabled Buonaparte to induce the Turks to see their safety in the success of the French arms, and not to listen to the counsel of the British ambassador, who could no longer speak as an ally, after the expiration of our treaty, which was, as you know, signed by S—— and me on the 6th January, 1799. The Turks are wrong in their calculations after all, for they have more to fear from French pretended friendship, than from the passage of Russian troops through two provinces that hardly belonged to them. I am quite sure that I could have made them see this, if I had been allowed to open a collateral intercourse with those who could have overruled the cry of the fanatic *junta* and mob, by our aid. These latter will be the victims in the end. *Quem Deus vult perdere prius dementat*, you will have said on the first knowledge you had of this rupture ; the Sultan knows better, but the ecclesiastical and juridical bodies being in one, and having a *velo* in every thing, he cannot act as sound policy dictates. S—— can explain this to you, and will agree with me in the advice I sent the poor Sultan, by his confidential messenger, Isaak Bey ; viz. to employ the three fleets combined, to chastise his rabble, and guard his

governor offered to capitulate. Terms were accordingly agreed upon ; and, on the 21st, the place was in full possession of the English.

For a view of Alexandria, accompanied by an historical and descriptive account of the city, *vide* N. C. VIII. 32 : and, for a folding map of the old and new towns, ports, &c. and of the Bay of Aboukir, the scene of one of Lord Nelson's most splendid victories, with farther particulars, *vide* Vol. XVII. page 489.

* Official linguist.

capital against the French. I am convinced he personally was sorry to see us go.....

"Yours, &c.

"W. S. S."

In a P. S. to this letter, it is observed, that, in going up and down, 22 were killed, and 190 wounded. Some valuable lives lost, in a *hap-hazard* boat expedition, to turn a few Turks out of the Princes' Islands; more than Sir Sidney Smith had lost, in disarming all Calabria!—The Postscript concludes with the following handsome acknowledgment of the services of a meritorious young officer:—"I ought not to omit to say, for your satisfaction, that your son T—— proved himself to be of a good breed, by steady, clear-headed conduct, in the situation I entrusted to him, of signal-lieutenant, with me on the poop, where we could see round us, and know the worst."

The discontent and clamour which the failure of this expedition excited in England, is yet fresh in the recollection of all our readers. Various motions were made in Parliament upon the subject; * a very voluminous correspondence was produced; and the institution of a public inquiry was very generally expected. That, however, did not take place; but it is believed, that the commander-in-chief of the expedition, and some others, were very sensibly affected by its result. That Sir Sidney Smith much disapproved the whole of the Dardanelles business, must have already been sufficiently evident to the reader; and his inference, from a perusal of the documents which now, for the first time, have met the public eye, will probably be, that, had the entire conduct of the expedition rested with Sir Sidney, its termination would have been very different. Sir Sidney, however, was much more inclined to ascribe the original cause of its failure to the mismanagement of the ambassador, Mr. Arbuthnot, than to any error of the commander-in-chief. Indeed, from a private letter of Sir John Duckworth's to Sir Sidney Smith, a copy of which has by chance fallen in our way, it appears that, even after their return to England, and at the very time of the public outcry respecting the failure of the expedition, a perfect harmony, and general good footing, continued to be preserved between the two flag officers.

* N. C. XIX. 153, 425.

In the letter alluded to, which was written about the middle of June, when Sir John Duckworth was on the point of setting out for Bath, in the hope of obtaining relief from a rheumatic complaint, which had been occasioned by his exposure to a humid atmosphere, Sir John returned his thanks to Sir Sidney, for his kind attention, in transmitting him certain documents on service, which had occurred since their separation; and he expressed his happiness, in having a man of his honour and character to bear him out in the representation of his not having had the power to destroy the Turkish fleet, or to effect a political change in the government. Sir John much regretted the contention of parties, and the freedom of abuse which had been exercised; "but," says he, "feeling confident that the good of our country governed all my actions, I must endeavour to bear it with patience, though it is cruel to be put to such a trial."

. The variety of important matter yet before us, prevents the completion of the memoir of Captain Dacres, in the present part of the Volume; but it will be resumed in a subsequent sheet.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

DESCRIPTION OF THE FRENCH PRAAM, CAPTURED BY THE NAIAD.

THE following is a description of the praam, la Ville de Lyons, captured by the Naiad frigate, and now lying in the Thames:—

She is ship-rigged, and of very light rigging, about 350 tons measurement, and has a square overhanging stern, one flush deck, and is bulwarked about five feet high; has a flat floor, about 11 feet depth of hold, and draws nine feet water; is a mere floating battery, and very leewardly, so as to be almost incapable of being worked at sea in a moderate gale; is about 110 feet long, by 26 feet beam, old, and rough in appearance, without any outside ornament, or interior accommodation; is armed with 12 guns, heavy French 24-pounders (nearly 30 English), each gun weighing about 50 cwt. In a seaman's eye she is, as a vessel, far from desirable, but as a battery, well manned and managed, would be a formidable enemy. Her lower masts are all wounded.

SAILOR-SHEEP.

A VESSEL lying at Gainsborough, a short time ago, had on board a sheep, which had been many voyages to sea, feeds upon the same food as the ship's crew, viz. beef, mutton, pork, and biscuit; and what is more remarkable, it will take the water like a dog.

EXTRAORDINARY CRUISER, OR MARINE TIGER.

A SINGULAR rencounter occurred in the month of February which deserves to be made public, as it shews the enterprise and ferocity of the tiger, in a field of action, that hitherto has been thought secure from his attack.

The crew of the Kedgeriee *dawk*-boat, while at anchor near Saugor, in $7\frac{1}{2}$ fathoms, were alarmed by the noise of a tiger swimming towards them. He approached the boat, and having got so near as to reach it with his claws, attempted to get on board, from which he was prevented more by the height of the gunwale above the water, than by any opposition from the crew, who were too much alarmed to exert themselves with effect. The tiger continued, according to the report of the boat's crew, upwards of 40 minutes (two ghurries) alongside, frequently renewing his attempts to climb on board. The marks of his claws remain distinctly visible on the planks above the copper.—(*Asiatic Mirror*.)

SHIP TIMBER.

A DISCOVERY is said to have been recently made, which will, doubtless, lead to an examination of the timber in the dock-yards, and also occasion a more minute inspection of such as may hereafter be delivered into them. The Queen Charlotte, of 120 guns, the building of which ship lasted some years, in Deptford dock-yard, has, on her arrival at Plymouth, been declared, by the officers of that yard, to be in a rapid state of decay, owing to the dry-rot. This detection, it seems, arose from its being found necessary to caulk the ship's top-side, where the effects of the rot appeared visible. The timber in which the decay has taken place principally consists of Canada oak. The Queen Charlotte was launched on the 17th of July, last year, at Deptford, and went to Sheerness, where she lay several months to season; and not long since proceeded under charge of Captain Morris, and a proper number of officers and men, from that place to Plymouth.

NATATION.

A FEW months ago, Blackfriars-bridge was covered with spectators, in consequence of an extraordinary exhibition on the river. Two watermen swam against each other for a considerable wager, towing their wherries by ropes, which they held in their mouths. The contest was against tide, and in their passage through the bridge, the competitors displayed wonderful strength and perfection in their art.

CAPTAIN GORE.

A heroic deed has lately been performed by the Hon. Captain Gore, commanding the *Scorpion* sloop of war on this station, and who arrived at this anchorage with Brigadier general Sir Charles Shipley, last Saturday. A few days before the *Scorpion* made this island, she experienced a heavy squall to windward of Martinique, which was so sudden and so violent, that she lost some of her masts, and three poor sailors went overboard, whilst it was blowing with the greatest violence. On seeing the poor fellows struggling for life in a tremendous sea, their brave commander instantly, and alone, jumped overboard with two gratings; and, after a long time buffeting the waves, succeeded in saving two of the men; but the third, being so much exhausted, and the sea so high, sunk to rise no more.— (*Barbadoes Mercury, May 4.*)

IMPROVEMENT IN THE BINNACLE AND COMPASS.

A PATENT has been obtained by a gentleman of Liverpool, for a binnacle and compass. By this improvement, the same compass by which the helmsman is steering on deck, is, at the same time, visible in the cabin; thereby enabling the captain to have a constant check upon the steersman. The object is effected principally by the form of the glass used. The lamp, or candle, which lights the binnacle, is placed in the cabin; of course the expense of one light is saved, and the inconveniences of blowing out in a squally night, and the trouble of trimming the lamp, are avoided. Though the light is exceedingly vivid, the binnacle shews no light overboard; so that the vessel cannot be traced by it in the night. The binnacle is so constructed, that neither rain nor snow, nor the spray of the sea, can enter it; and the compass is so formed, that the card cannot be unshipped by any violent motion.

COOK THE CIRCUMNAVIGATOR'S KINDRED.

A RECENT Westmoreland Paper contained the following statement:—

A sister of the late Captain Cook has resided many years in Pack-horse-yard, Stramongate, Kendal. Her name is Agnes Harker; she is the widow of Simon Harker, and is now at the advanced age of eighty-eight. She displays a quick discernment, has a good flow of spirits, and a retentive memory. She has had ten children, but they have all left her except the youngest daughter. Their manual employment is spinning and knitting worsted stockings, which affords them but a scanty subsistence.

The above has been contradicted, in effect as follows, by a person residing at Guisbrough, near the birth-place of Captain Cook, and who professes himself to be well acquainted with every particular respecting him and his family:—

Captain Cook left only two sisters. They were both married; one to a gentleman of the name of Lamb, the other to Captain Flick, of Redear. The former has been many years dead. The latter is still living at Redear,

a noted watering place, five miles from the market town of Guisbrough, in the North Riding of Yorkshire.

THANKS TO ADMIRAL ROWLEY.

It having been stated that Sir S. Hood was appointed to supersede Admiral Rowley in the command of his Majesty's squadron on the Jamaica station, the latter commander was addressed early in June, by the inhabitants of the respective parishes in the island, on the supposition of his departure. None of the addresses are worthy of particular notice, except the following, in which the subject of the Haytian fleet is introduced, which appears to deserve the attention of government, as it is feared, that no great length of time will elapse before our trade in that quarter is much annoyed by the cruisers of Christophe in particular, if not by those of Petion :—

“ To B. S. ROWLEY, Esq. Admiral of the Blue, and Commander-in-chief of his Majesty's ships on the Jamaica station.

“ We, the freeholders and other inhabitants of the parish of St. David, beg leave, before your departure, to offer you our hearty and sincere thanks for your very great attention, at all times paid to the protection of the commercial interests of this valuable colony.

“ For your obliging compliance in altering the time of convoy sailing, to meet the wishes of the commercial and planting interests, and for your attention to application from individuals, accept our particular thanks.

“ In taking a retrospective view of your conduct in respect to the Haytian fleet since your arrival here, we cannot but manifest our approbation; and we cheerfully acknowledge the ready disposition you have at all times shewn to maintain the honour of the British flag, though we have to regret the government at home have not ordered to be executed measures (we humbly presume) just and prudent, for the safety and prosperity of this valuable island.”

The merchants of the city of Kingston, addressed a letter of thanks to James Meek, Esq. secretary to Admiral Rowley, for his urbanity and general attention to every circumstance wherein their interests had been concerned.

HIBERNIAN HOSPITALITY.

An elegant dinner was given, at Morrison's hotel, by a large party of noblemen and gentlemen, to our gallant countryman, Captain Usher, R.N. to celebrate his arrival in Dublin. The distinguished and well-earned professional reputation of this officer, together with the respect entertained for his family and connections, especially the veneration and love with which the memory of his father, the Rev. Dr. Usher, is so generally cherished, rendered the compliment intended by this meeting perfectly appropriate. To the gentlemen of the University, many of whom were present, it must have been particularly gratifying to contemplate, in the person of Captain Usher, the wreath of military fame entwined with science, whilst they reflected to the early instruction of a father, who had long been the orna-

ment of their body, much of the eminent attainments of the son might naturally be traced and beheld in an *alumnus* of their own society the probable successor to a Nelson's glory. At half-past six the company began to assemble, and at seven Captain Usher entered the room, introduced by Sir Capel Molyneux, and the much-esteemed member for Dublin, Mr. Shaw, (who filled the chair.) The principal toasts were, "The King;" upon which Mr. Spray sang the beautiful Jubilee song of "Our good old King," composed by himself. "The Lord Lieutenant."—"Captain Usher," and Rule Britannia, by Mr. Spray. There were many other toasts and songs, which we cannot now enumerate. The Honourable Mr. Hutchinson made a very handsome and appropriate speech, which Captain Usher stood up and answered, in a concise and animated manner. His heart seemed to overflow with gratitude for the enthusiasm expressed on the occasion.—(*Hibernian Journal*.)

FRENCH REPORT OF THE PROCEEDINGS OF THE CLORINDE FRIGATE.

THE *Moniteur* of October 5, presented the following extract from the Report of Captain St. Cricq, commander of the Clorinde frigate; which, as stated at page 336, effected her escape into Brest on the 24th of September:—

"The frigates, the *Renommée*, commanded by Captain Roquebert, who was also commodore of the squadron, the *Nereide*, Captain Le Maresquier, and the *Clorinde*, under my orders, sailed from Brest Roads, at forty minutes past four, in the afternoon of the 2d of February, 1811. The first night of our putting to sea was so frightful, it caused so much damage to the squadron, that we had only to console ourselves for such an unprosperous outset, by the consideration that we had at least succeeded in keeping together; a surprising circumstance so near the coast, and exposed to one of the most violent hurricanes that any of us had ever experienced in our lives.

"Our ships sustained considerable damage in their sails and rigging; and the *Clorinde*, from the breaking in of the sea, lost some gunpowder and a great deal of biscuit in this tempest, as sudden as extraordinary. During eighteen successive days, we struggled with contrary winds, without being able to get out more than 200 leagues from the point of our departure.

"On the 12th of February, I received orders to sink the English brig *Summer*, laden with grain, from Liverpool to Lisbon.

"On the 22d the commodore ordered a schooner to be sunk which was on its voyage from Spain.

"On the 24th the *Renommée* brought to a Portuguese three-masted vessel, armed with 22 guns. This ship was poorly laden, and had a great many people on board. The commodore released it.

"On the 21st of March, we captured and released a Portuguese slave-ship. Our meeting with it was a misfortune; for each frigate took some

negroes on board, and they communicated the small-pox to us. Many of our crew on board the three frigates caught the disease.

" Here ended our captures during a voyage of 93 days, from Brest to the Isle of France; during which time we had seen only two English flags; and circumstances did not permit us to chase the ships which carried them.

" We were constantly under a press of sail; for Captain Roquebert was unwilling to lose a moment, particularly, as, from the Lisbon gazettes, we had reason to suspect that the Isle of France was at that moment attacked, if it had not been so some months previously. The object was, to save that colony; all our anxiety had that direction. We had not to complain of calms; it was contrary winds which constantly retarded us. In struggling with them we lost masts, sails, and provisions. We crossed the line on the 13th of March; we doubled the Cape of Good Hope on the 18th of April, in latitude 38; and we arrived within a league and a half of the south-east port of the Isle of France, on the 6th of May, at eleven at night.

" In consequence of orders from the commodore of the squadron, I immediately sent on board the *Renommée* the best boat's crew which I had. It consisted of eight excellent seamen, all armed with muskets, commanded by M. K. Karadec, enseigne de vaisseau, and by M. Dauvais, sub-lieutenant.

" At half an hour past midnight, the yauls of the *Renommée* and *Clo-rinde* set out together and made for the land. It was nearly a calm all night, and we did not hear a single musket-shot. This circumstance was encouraging; but our alarm naturally commenced at day-break, when we saw the French flag floating on the Isle de Passe, without any of the signals agreed upon with our officers being made.

" At sun-rise, we perceived successively five sail, which we took to be a schooner, a brig, and three frigates; the whole more or less to leeward of us, from one to four leagues distance. The coast made signals of three ships of the French empire to windward, according to the old signals of the island. The enemy, therefore, had got possession of the signals after the surrender of the Isle of France. Our fears increased more and more. The fort of the islet had hauled down the French flag, when its commander saw that he no longer deceived us. At last the boat of the *Renommée* returned about mid-day, having had the good fortune to escape. It informed us, that the Isle of France had been near five months in the possession of the enemy; and two Creole negroes, whom the officer who commanded the yaul brought off with him, gave the commodore all the information in detail.

" My yawl, M. Karadec, M. Dauvais, and eight brave men, were therefore made prisoners! It was no longer possible to doubt it, on seeing no appearance of them by sun-set.

" Two of the five vessels seen in the morning disappeared during the day: first the schooner, which was probably only a coaster; and then one of three masts, which I believe was one of the frigates we afterwards fought at Madagascar, but which probably had not then her complement on board. There then remained but two frigates and a brig. The wind

favoured them, and they gained considerably upon us. We continued our course to the east all the night. On the following day (May 8), the commodore made a signal that he would attack, and in our turn we chased the enemy. It was almost calm; nevertheless we gained upon them, though slowly, and at night Mr. Roquebert gave orders for discontinuing the chase, because the English ships were carried by the current between isle Ronde and Serpent's isle, where it would have been very dangerous to engage them. We did not see them again for some time.

" Mr. Roquebert summoned the captains on board his ship; we repaired thither at seven o'clock. He ordered us to reduce our crews to two-thirds allowance; and resolved to go to reconnoitre some point to windward of the Isle Buonaparte. On the 11th of May, after beating about for three days, we passed twenty leagues to windward of the Isle of France, and bore up for that of Buonaparte; we made the land on the same night. The boats which we sent to land could not disembark their men on account of the heavy surf. Our officers saw about forty armed men, whom he could have easily beaten, had it been possible to land. In this state of things, Captain Roquebert resolved on going to Madagascar for provisions.

" On the 19th of May we neared the land of Madagascar, and ran along the coast to the Isle of Prunes, the entrance of *Tamave*.* There were two small vessels at anchor. Our commodore sent two boats to land; the return of the boat of the *Renommée*, next morning, with an English soldier on board, sufficiently informed me that our boats had made some prisoners.

" We spent the night in beating about. On the 20th of May, at day-break, we were to leeward of the Isle of Prunes. We perceived four ships in the N.N.E. which were soon discovered to be three frigates and a brig; the same which we had seen at the Isle of France, with the addition of a third frigate. Our commodore gave the signal for a decisive action, and we made preparations to engage.

" At noon, being two leagues to windward of the enemy, the signal was made to form in line of battle. At fifty minutes after three the commodore gave orders to commence the engagement; nothing more was wanting, as we were within cannon-shot. The brig was in close line with the frigates; the *Clorinde* was a-head of our line, the *Renommée* in the centre, and the *Nereide* in the rear.

" I did not wish to attack first, on account of the distance; but the *Renommée* attacked the frigate which led, which soon found herself near the *Nereide*; then I engaged successively, and always at the same distance, the second and third frigates. The most perfect calm succeeded the first discharges. I attempted several times to bear up, but could not succeed; the movements were too slow, and the *Renommée*, who also could not bear up, annoyed me continually. She made many signals,

which the weather prevented me from clearly distinguishing; those who supposed they saw them, thought they ordered the *Clorinde* to take in her sails.

"But, first, we could no longer guide the ship; secondly, I was so close to the *Renommée*, that, if she had pulled out a little, she would have masked my fire for a long time; I therefore did not think this was the signal. Mr. Roquebert then sent a midshipman, in a boat, to tell me to put down a boat, and get myself towed. This was more reasonable, and I had already done it; a yawl had been towing me for some minutes. The enemy, equally with us becalmed, committed the fault of not making use of their boats, which proved to their disadvantage, as the frigate nearest mine presented her stern to us for more than a quarter of an hour, during which time I kept firing into her. A second frigate was in the same situation with respect to the *Renommée*, and it was with difficulty that these two vessels were again able to present their broadsides to us. If we had fortunately been nearer, they were inevitably lost, for never was fire more dreadful.—They were severely handled, that is beyond a doubt.

"In regard to the *Nereide*, profiting by the remains of the breeze at the commencement of the action, she had come up with and closely engaged the frigate which led, and apparently with advantage. but there was not much damage done on either side.

"At six in the evening a trifling breeze sprung up; the calm had sent us to a distance from Captain Maresquier. I received a verbal message to take post behind the commodore, who fought from both sides, which I obeyed. The fire thus continued till eight at night, when the enemy's ceased; and, assisted by a light breeze, he got to a distance from us. We followed; when the fire commenced, and lasted till half-past ten at night, at which time we tacked, to place ourselves in a line with the *Nereide*, which appeared damaged. The *Renommée* put out her lights, and bailed us to conceal ours. We approached Captain Maresquier, to whom I communicated similar orders.—I thought I perceived his main-top-mast, sails, &c. were damaged. We tacked twice to support the *Nereide*, which no longer had the wind. The enemy, on his part, seemed to rally. A light wind now blew from all points, and we found ourselves engaged by the enemy, who all at once opened his fire, nearer than we expected. Taking advantage of a momentary change in the wind, I sailed towards our frigate, for the purpose of disengaging and supporting her. I did not again see the *Nereide*. I believed her also to be amid the fire, and perhaps she was there.

"We arrived at twenty minutes after eleven in the midst of the contending vessels, from which we were not more than two musket-shots distance, at the commencement of this action. Then, although very near each other, within half pistol shot at the most, the fire ceased on both sides, in the fear of the frightful mistakes which might occur in a dark night.

"At this moment a ship in the group shewed three Bengal lights in those parts of the vessel from which the signals were to be made, agreed upon

between the *Renommée* and the squadron, for night engagements. I instantly replied by shewing my number, and manœuvred to approach that frigate. The *Nereide* did not answer.

"Without doubt, the remains of the smoke, the variety of the winds, joined to the obscurity of the night, were the cause of my new uncertainty. I found myself in the middle of four ships, within pistol-shot of two of them; and the *Renommée* was still hidden from us. I again made the night-signal with Bengal lights.

"I perceived, in return, only such English lights as enabled me to comprehend that I was not with my friends. The frigate nearest me fired two cannons, which I did not answer. I sought the *Renommée* and *Nereide*, but could neither by signals nor otherwise discover their situation. I have already said that a frigate made signals I did not understand; the three other vessels which surrounded me answered them. Our frigates, then, were no longer near us, for they shewed no lights. How, without wind, could they get to a distance? They must have had a breeze which I did not experience! and this breeze must have driven them, in spite of themselves, far from me; for both these captains would willingly have sacrificed their lives for the power of saving me.

"I was nearly enclosed, and without sails; which gave the enemy an opportunity of molesting me with their bow chasers. In the hope of discovering our frigates' situation, I stood in towards the land, which we were close upon.

"It now was impossible for me to do otherwise without running into the enemy's division, which would have directed all its force against the *Clorinde*. The enemy would then have cut me off. I was ignorant of the position of our frigates.—Where were they? What winds had they experienced?

"I was constrained to proceed along the coast, which required the adoption of the measures I successfully took; and, in proportion as I got my sails hoisted, I found myself the less harrassed by the enemy. Two of their frigates, whose bowsprits nearly touched the *Clorinde*'s stern, cannonaded me. The two remaining ships dropped so far astern, that I could not any longer distinguish their lights. The two which pursued me did not cease making signals. At a quarter past four o'clock, I perceived the enemy for the last time. In the battle, one man was killed, one drowned, and six badly wounded.

"At sun-rise we perceived nothing; and I had time to reflect upon my situation, and that of the frigates from which I was separated. Mine was sufficiently melancholy; in addition to the damage sustained in the combat, I had twenty-five men sick, from the small-pox, and the scurvy, and fever. My stock of provisions was much reduced, and two of my masts gave me constant uneasiness.

"The Seychelles isles seemed the least dangerous spot I could repair to, where I hoped that the other French frigates might likewise rendezvous. But in the night of the 21st, four ships were seen to windward of us, one of them visibly smaller than the others. This was doubtless the English

squadron ; at three o'clock they were no longer visible. From this I concluded that the *Nereide* had had time to repair the little damage which she had sustained ; and that our two frigates, no longer seeing the enemy or myself, had either got off without opposition, or had entered Tamatave, a course which I could not follow, because the English squadron was on my route to that place.

" I therefore steered for the Seychelles, and anchored under the little isle St. Anne. A fishing-boat informed me, that there was only one Englishman on the isle ; he was a lieutenant of marines. I made him prisoner, in order to be exchanged for M. Karadec, taken at the Isle of France.

" On the 7th of June, I left the Seychelles, on my return to France. On the 26th, I reached the isle of Diego Garcia, the bay of which is in lat. $7^{\circ} 18'$ and long. $70^{\circ} 13'$. There I found, to my surprise, that some of the inhabitants of the Isle of France had formed an establishment, where cocoa-oil and tortoise-shell were the only kind of speculation in which they could engage. Certainly their gain can be only a slight recompence for the frightful misery to which these unfortunate people are condemned by the very nature of the soil which they inhabit. It is so dry, that there is hardly the depth of an inch of vegetable soil to be found on the whole surface of the Island. Reduced to cocoas, some fowls, and tortoises, the unfortunates who inhabit Diego Garcia, must renounce the habits of other living beings.

" I purchased about thirty turtle, which afforded some relief to my crew, and particularly to the sick. We also laid in a great number of cocoas, a little wood, and some excellent water. I sailed on the 28th of June ; and, on the 1st of August, I doubled the Cape of Good Hope. The wind forced me to near the western coast of the African continent. On the 23d of August, in four degrees of south latitude, I captured a Portuguese brig, from which I took eleven days provisions, and let her go. On the 4th of September, I took an English packet ; I found in her about 20 sacks of biscuit, and some salt provisions. Her mail was thrown into the sea when she first saw us. The want of water prevented me from destroying this vessel, which had about 30 men on board, who would thereby have suffered a great deal, and added too much to our consumption. I gave her a cartel of exchange, of which I have brought a copy ; and released her, after making her throw overboard her twelve cannon. Several American ships, which I met on the 29th of August, the 5th, 8th, and 16th of September, made some slight addition to our provisions.

" On the 18th I fell in with the English sloop *Narry*, bound to the Newfoundland fishery. This ship was in ballast. I contented myself with giving a cartel of exchange, and sent her to Madeira.

" On the 24th of September, at six in the morning, being only ten leagues from the Saintes, I fell in with an English ship of war, which had the advantage over me of having seen the land the evening before, and which manœuvred to cut me off from the passage Du Raz. I was not dis-

concerted, but struck right into the Raz, amidst the copious rain, and a very thick fog.

"The enemy struck into the passage at the same time with me, keeping within musket-shot. It blew very fresh; the ship of war was in full sail; though he gained upon me, I was prudent enough to take in mine a little, and I had soon the pleasure of seeing his main-top and mizen-masts dismasted, at the moment when he cannonaded me severely, and was at least within pistol-shot. The enemy, obliged to haul off, molested me no longer, and at five o'clock I came to anchor in Brest Roads.

"*Brest Roads, on board the Clorinde,
Sept. 24, 1811.*"

"J. SAINT CRICQ,
Capitaine de Frigate."

OFFICIAL CAUTION.

WHEREAS it appears that gross impositions are practised by certain persons calling themselves Admiralty Agents, who, under pretence of the trouble and expenses incurred by them in soliciting the discharge of men from his Majesty's service, are in the habit of extorting sums of money from those who employ them; notice is given, by order of the Lords Commissioners of the Admiralty, that no applications from persons of this description will in future be regarded, and the representations, only, made personally at the Admiralty by the friends, or others immediately interested in the discharge of men impressed in the port of London, or by letter to the secretary in behalf of those impressed at any of the out-ports, will be attended to; when, upon the production or transmission of the necessary documents, such as apprentices' indentures, certificates of baptism, protections, &c. the respective cases will be inquired into, and the parties made acquainted with the result, free of all expense. A proper person is ordered to attend in the great hall of the Admiralty, from eleven till two o'clock, to receive applications on the subject.—14 August, 1811.

. Two interesting debates, on the subject of extorting money for the discharge of seamen, took place in the House of Commons, on the 6th and 14th of June last. The main points of the discussion will appear in our usual record of the naval proceedings in Parliament.

CORRESPONDENCE.

MR. EDITOR,

AS it is rumoured that the Prince Regent has it in contemplation to make some improvements in his Majesty's naval service, I beg leave to trouble you with a few remarks respecting the present naval uniform; and when we compare the rank of naval officers with military, it will appear highly inconsistent; therefore, to render it otherwise, they should

be either deprived of the comparative rank they hold with the military, or the uniform should be altered—so as to distinguish the real rank of the individual.—Now, for instance, lieutenants, masters, and surgeons of the navy, ranking with captains of the army, have no badge whereby to distinguish such rank; not being allowed to wear an epaulette; sentinels on shore, therefore, take them for non-commissioned officers, and allow them to pass disregarded, and deny that salute they are entitled to—to obviate this, and the little attention foreigners pay to the abovementioned class, I would have all wear an epaulette on the right shoulder, the same as captains in the army, by which means they would meet with that respect due to them, which is now generally withheld. Among naval men, the difference of the coats of these officers is sufficiently distinguishing.—The next instance is, commanders, (a foolish title) who rank with majors in the army, and as such are entitled to the salute of a field officer from the army; in consequence of the unmeaning uniform which they wear, namely, an epaulette on the left shoulder, they never meet with the respect to which they are entitled, but are frequently considered subalterns (the captains of the army wearing their epaulette on the right shoulder). To do this disrespect away, unintentional in the soldier and foreigner, I would have all masters and commanders wear two epaulettes, the same as the post-captains, and among naval men the distinction that existed till the year 1794, would be quite sufficient, namely, having the buttons and button-holes upon the sleeves and lappelles of post-captains, at regular distances; and those of the commanders, two near, then a distance, and so on.—Should this meet the eye of Mr. Yorke, perhaps he may be inclined to give it some attention, and relieve officers of the above description from having their feelings hurt from a proper respect not being paid to them—and he may be glad of an opportunity of doing some service that might be held in remembrance.

October 18.

AN OLD OFFICER.

MR. EDITOR,

Plymouth, - November 7, 1811.

YOUR insertion of the subjoined extract from a letter, from an officer of H. M. S. *Tartarus*, to a friend in Dock, dated Halifax, October 3, 1811, will, I doubt not, prove interesting to many of your readers.

I am, &c.

N. T.

“ On the morning of the 26th ult. we left Halifax, to cruise off the American coast, under the orders of the *Æolus*, Lord James Townsend, and accompanied by the *Africa*, 64, and *Spartan*, 38; having fine weather, with every prospect of making a successful cruise: and no ships were ever in a better state of equipment to encounter the storms and dangers of the perilous ocean. On the morning of the 30th September, when pretty near our cruising-ground off New York, in lat. 40° 50' north, long 65° west, a heavy gale of wind came on at S.E. and blew with tremendous fury. The *Æolus*, our commodore, taking the advice of our old friend and companion (the never-failing barometer), made all snug; you may be assured, that we

followed the example, though every sail in the ship had been braced long before our top-gallant-masts got on deck, our jib-boom and spritsail-yard taken in, and every thing removed out of the tops. The hurricane continued four hours, with a mountainous sea, during which the quicksilver fell gradually in the barometer, until scarcely a particle of it was to be seen above the wood : but the scenery of the sky it is impossible to describe.—No horizon appeared, but only a something resembling an immense wall, within ten yards of the ship—at this moment we lost sight of our commodore, who had only a short time before wore on the other tack ; we were in the act of following his motions, when being before the wind, and just coming to, we were laid on our beam ends ; our mizen and main-top-masts were blown away, although there was not any sail on them, and without any person's hearing the crash ; in an instant, five feet water rushed into the hold, through the ports of the main-deck (all the hatchways were battened down), and the water had reached the coamings of the quarter-deck, when orders were given to throw overboard the larboard quarter-deck guns and the sheet-anchor, or we must inevitably have foundered. In this state we remained nearly half an hour, expecting every moment to be our last, as the stillness of the ship convinced us that she was settling down. We were about to cut away our masts, when fortunately feeling the ship rally to windward, from that moment we entertained some hopes. During all this time the pumps were at work, yet we gained but little, for it was the rudder-coat which had burst in and occasioned the water to rise upon us, and this it still continued to do, without our being able to prevent it. The bulk-head of the coal-hole having been washed down by the quantity of water in it, the coals were carried into the well, and three pumps were rendered useless. In the midst of this distress, a faithful servant stationed at the barometer to watch its change, called up through the sky-light (the frame of which had been washed overboard) with great joy, that the quicksilver had risen an inch, and still continued to rise ! This inspired all hearts with fresh spirit, but no men could behave better, or do more than our crew did. After we had relieved the ship from a great quantity of water, we found the main-mast tottering, and every instant expected that and the bowsprit to go, but our greatest care was the preservation of the lower masts, to save the ship from foundering after the gale for want of something to bring her to.—All our booms and boats were washed overboard, but we succeeded during the height of the storm in lowering the main-yard on deck, by which means we saved the main-mast from falling, as the rigging had sundered through its seizings, and nothing else could have preserved it. The gale had by this time considerably abated, and about six o'clock in the evening, it cleared off, though still blowing hard. We again saw the *Æolus* about a mile and a half from us, and with respect to her masts she had suffered more than the *Tartarus*. I would, if possible, give you a description of the noise occasioned by the hurricane, but I am unequal to the task : if you can conceive, however, all the savage animals of the brute creation assembled to affright mankind by their roaring, you will have some faint idea of the deafening variety of sounds in the tempest

we experienced! The day before yesterday all four ships met together off the harbour, and, under jury-masts, all went in together, complete wrecks."

MR. EDITOR,

THE court martial held in the Tagus a few months since, for the trial of Lord William Fitzroy, captain of the *Macedonia*, for putting in irons the master of that ship, sentenced his lordship, after two day's investigation, "*to be dismissed from the command of his ship, and struck off the list of the Royal Navy.*" The master was afterwards tried for "CONTEMPT" to Lord William Fitzroy, sentenced "*to be dismissed his Majesty's service, AND RENDERED INCAPABLE OF SERVING AGAIN AS AN OFFICER.*" The sentences appear rather extraordinary, from being so widely at variance in their effects on these officers; one having an opportunity of being restored, while to the other that event can never be attained. It is very far from my wish to offer any disrespect to the members of the court, individually, or collectively, as, without doubt, they fully exercised their abilities to the utmost extent human knowledge can ever be supposed capable of attaining; and in the construction of the two sentences they acted, in their opinion, for the benefit of his Majesty's service. It appears very evident, from the public papers, that Lord William Fitzroy has availed himself of the opportunity in the construction of his sentence, and is actually restored to his rank of post captain; and I have been informed the master has, encouraged by his lordship's success, applied for his restoration, and met with a negative. This can, I suppose, only have happened from the sentence being so decidedly against him.

The papers insinuate, that the restoration of Lord William Fitzroy was effected by the Prince Regent (which is certainly the fact), but keep out of view, from ignorance, or other motives, that it was on the recommendation of the Admiralty Board.* Perhaps many of your friends, Mr. Editor, are unacquainted with the method by which an officer regains his rank in the navy, and I will therefore state it. An officer dismissed the service by the sentence of a court martial, sends in a memorial to the council (which is merely left in an envelope at the Council Office, Whitehall), stating his services, character, &c. and praying restoration to his former rank. After it has been read to the Council Board, it is referred to the Admiralty, to consider and report their *opinion* as to the propriety of the prayer being complied with. Should they, in their WISDOM, think the officer's request may be allowed, he is restored by an order in council; but should their opinion be the contrary, all his hopes are vanished, "and leave not a wreck behind." This is certainly a case of some hardship on the unfortunate master, who is doomed to everlasting disgrace, and his wife, if he has

* The court martial was holden on Lord Wm. Fitzroy on the 6th and 7th of April last, and the newspapers represent, on the 22d of August following, that his lordship was restored to the rank of post captain. HE WAS, THEREFORE, NOT DEPRIVED FIVE MONTHS OF HIS RANK!!! Fortunate man.

one, deprived of a pension from that fund to which her husband has perhaps for years been contributing, which she would be entitled to, provided she outlives him.*

The following anecdote I heard some years ago, and it may not be undeserving of being placed in the *NAVAL CHRONICLE*, although it is not very modern. A cook belonging to a man of war at Portsmouth, had been guilty of some improper conduct, particularly drunkenness, and of course disobedience of orders: for these crimes he was to be tried by a court martial. On the morning of his trial he was extremely low spirited, which a messmate perceived, and inquired the reason of: the cook, it is said, replied, "Why I should not so much mind it, were the court to be composed of cooks; but as that can't be the case, I am damnably afraid I shall go to leeward, and it will be all over with me."

I remain, Mr. Editor,

TOM STARBOARD.

Cable-street, 12th November, 1811.

MR. EDITOR,

November 5, 1811.

AS making public the enclosed correspondence may probably be attended with beneficial consequences, it is sent to you for that purpose.

(TRANSLATION.)

Orlando Transport, Yarmouth Roads,

November 3, 1811.

SIR,

I have the honour to request your permission to make known to you, that, in consequence of Captain Woodriff, commissary of French prisoners, as well as Commissioner Bowen, of the Transport Office, having given me leave to go on shore at Gosport with my family, to purchase necessities, Captain Pyman, of the transport *Orlando*, has always allowed one of my servants to accompany him for the same purpose when he landed, and has extended the same indulgence to Lieutenants Moulac and Broux, of the (French) navy, who having, like me, their ladies on board, were in equal need of such supplies. I am sorry to have hitherto been ignorant that the vessel under your command was the guardship on this station, or I should not have failed to anticipate your possible disapprobation of Captain Pyman's proceedings, by addressing myself directly to you, Sir, for the same favour which was granted me by Captain Woodriffe. I flatter myself, that after this apology, you will have the goodness to excuse Captain Pyman, who has erred on the side of humanity, and that you will believe me, with perfect consideration, your very humble servant,

Captain Love, Commander of
H. B. M. S. *Tisiphone*, Yarmouth.

MARANT, Captain.

* The pension allowed to master's widows, from the Charity appointed for the relief of commissioned and warrant officers, is 40*l.* per annum, and they are enabled by a late regulation to receive it quarterly.

(COPY.)

*H. M. S. Tisiphone, Needles Passage,
November 3d, 1811.*

SIR,

It may appear necessary that I should acknowledge the receipt of your letter. The manner in which you have taken occasion to mention the favours granted your family by the British government, through the means of Commissioner Bowen, and Captain Woodriff, afforded me much pleasure, and I only hope and trust, you will cause it to be promulgated on your arrival in your own country.

I lament and regret exceedingly, that my duty at this period (particularly when the feeble threat of invasion is again revived) calls on me to require that you should remain on board the ship, not in the spirit of retaliation, but of necessary precaution; and when it is stated that ladies, who have been tempted to cross the Channel at this boisterous season, in the hope of rendering comfort and consolation to those who were nearest and dearest to them, have been turned from the harbours of France without being even suffered to land, you, and those ladies who are with you, will feel there can be no similitude between the two countries, in the treatment of persons situated as you are.

I have given directions to the master of the *Orlando*, to allow you the free use of his boats, between the hours of eight in the morning and sun-set, for the purpose of procuring the necessary supplies, and should his boats be otherways employed, I have directed him to make a certain signal when a boat shall be sent to attend you from the ship I command.

I must beg to remark, that the comfort (which probably was the sole object) afforded you by placing you in a ship of so excellent a description as the *Orlando*, has heretofore been found an obstacle in gaining admission into the ports of France, whose government appears to rest (almost solely) its hopes of success in its various objects, by the mercilessness and rigour of its proceedings.

I have the honour to be, Sir,

Your most obedient humble servant,

(Signed)

WM. LOVE.

*To Captain Marant, Prisoner
of War, Orlando Transport,
Cartel.*

* * * An ungazetted *Letter on Service*, of Captain Love's, respecting the capture of *El Boladora* privateer, on the 12th of June, 1807, by *H. M. sloop Driver*, then under his command, will be found in our XXIVth Volume, page 308.

PLATE CCCXLIX.

HAVING, in an earlier volume, presented a tolerably full historical and topographical account of St. Helena,* a brief illustration of the annexed View of the principal landing place of that island, from a drawing of Mr. Pocock's, will suffice.

On drawing near the land, St. Helena appears to be girded with a chain of inaccessible precipices; behind which, craggy and barren mountains shoot up to a great height, on whose summits are telegraphs, for the purpose of announcing the approach of ships. Barns Point is one of the most stupendous cliffs ever beheld; being nearly perpendicular, and fifteen or sixteen hundred feet high. Steering thence (on the return from India) close alongshore for Sugar-Loaf Hill and Point, on the peak of the former appears a telegraph, and on a jutting crag of the latter, about 80 or 90 feet above the level of the sea, is a small battery of three or four guns, to compel vessels to heave-to and send their boats on shore. After complying with this regulation, ships, in making sail for the anchorage, pass close to Rupert's valley, (the landing place) and several ranges of batteries, constructed amongst the precipices. On rounding Rupert's Hill, James Town and valley present themselves, abreast of which is the anchorage, about a quarter of a mile from the beach.—St. Helena Bay being formed by two promontories, and situated on the lee side of the island, is, of course, completely sheltered from the S. E. trade winds by the mountains; and protected from the long swell of the southern ocean, by the island itself. It thus affords a safe and commodious anchorage, where ships may lie close to the rocks, in water as smooth as glass. (*Vide* Jounson's *Oriental Voyager*, p. 365 to 387.)

HYDROGRAPHY.

PENZANCE.

THE pier of the above port being to be extended one hundred and fifty feet, and the foundation thereof having been already laid; the masters of vessels are cautioned and requested not to enter it without a pilot; or in case of necessity, or not having a pilot, that they will steer to the northward of the buoy placed at the extremity of the work.

Penzance, 5th September, 1811.

* For a view of the Island of St. Helena, accompanied by the historical and topographical description alluded to, *vide* N. C. Vol. V. p. 157; and, for some "Considerations on the comparative value of the Cape of Good Hope, and the Island of St. Helena," extracted from a work entitled, "Description of the Island of St. Helena," *vide* Vol. XIV. p. 194.

NOTICE TO MARINERS.

Floating Light on Kish Bank, South-East of Dublin Bay.

THE Corporation for preserving and improving the Port of Dublin, give notice, that a Floating Light is preparing to be moored on the north-west end of the Kish Bank; its bearing will be, by compass, the Obelisk over Dalkey Island, W. by N. Bray Head W.S.W. and Howth Head N. $\frac{1}{4}$ W.

It will be illuminated by three lanterns hoisted on three masts, placed at equal distances in the vessel, the centre one a few feet higher than the other two.

The lanterns will be lighted on Saturday, the 16th of November next, and will continue to be lit in future from sunset to sunrise.

The north and south buoys will remain on the bank in the same situation as formerly, and the north buoy will bear from the Light Ship East, about a quarter of a mile distant.

By Order, W. BIGGER, Secretary.

Dublin—Ballast Office, 30 September, 1811.

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### SOUTH AMERICA.

**T**HE *Moniteur* of the 11th contains a long letter to the Editor from Mr. De Humboldt, in which he brings a charge of plagiarism against Mr. Arrowsmith, a well-known English geographer.

After some prefatory observations, Mr. De H. proceeds as follows:—

“ I was engaged during four years in the construction of a map of Mexico, which was published at Paris, in September, 1809, on two large sheets, in my ‘ Geographical and Physical Atlas of the Kingdom of New Spain.’ I had first drawn it up in Mexico, in 1803, and it was engraved at Paris by MM. Aubert and Barriere: it was entitled, ‘ General Map of the Kingdom of New Spain, drawn up from astronomical observations, and the whole of the materials which existed in Mexico, at the commencement of the year 1804, by Alexander De Humboldt.’ The astronomical observations, the geodesic surveys, and the barometrical admeasurements of heights which I made in the course of my travels in the equinoctial regions of the new Continent, from 1799 to 1803, are to be found in the second volume of my ‘ Collection of Astronomical Observations,’ published conjointly with M. Oltmanns. The numerous and unpublished materials which assisted in the construction of the 20 maps contained in the Mexican atlas, are indicated and discussed in an analysis prefixed to my Political Essay on the kingdom of New Spain.

“ All these long and painful labours, however imperfect they appear to me, Mr. Arrowsmith has entirely appropriated to himself; he faithfully copied my general map of Mexico, and published it in London, before the appearance of the English translation of my Political Essay; and he sub-

stituted his own name instead of mine, under the title of 'New Map of Mexico, compiled from original documents, by Arrowsmith.' The positions of the towns, of the villages and mines, the boundaries of the intendances, the ranges of mountains, the indications of the heights in toises, the notes on the migrations of the Azteques, and on the history of navigation, the small arrows annexed to a number of rivers, every thing, in short, is to be found in the copy of Mr. Arrowsmith: I was obliged to employ several new signs, for instance, two hammers placed crosswise to denote the chief station of a provincial council of the mines; and Mr. Arrowsmith, in adopting my signs, has also adopted their explanation; he has copied without translating, and without changing a single word; on his English map he has engraved my explanations in French, always leaving out the sign pointing to the places where I made astronomical observations. If my name is looked for in the copy of the great map, it is only to be found in one of the three squares which contain the same number of sketches borrowed from my Mexican Atlas. These small squares present hydrographic plans of the ports of Vera-Cruz and Acapulco, and the chart of the valley of Mexico. To the words 'Valley of Mexico,' Mr. Arrowsmith has thought fit to annex the following words, 'from Mr. Humboldt's Map.' But the only thing which Mr. Arrowsmith chooses to ascribe to me is not my own: it was a plan drawn up by Don Louis Martin, in 1804."

After a variety of other observations, Mr. De Humboldt adds: "This silence with regard to the sources of their information is become too common with geographers, particularly with those who do not accompany their maps with analytical memoirs on the subject of their construction, though a very different example has been given by the most distinguished of that class of literary men, such as d'Anville, Dalrymple, Fleurieu, and Rennell."

Mr. de H. concludes with expressing his hope, that the reclamations of a traveller will meet with some attention, when he proves that mere copies of his labours are disseminated under the name of another person. The letter itself is written with every appearance of candor, and deserves the attention of those whom it may concern.

#### THE NAUTICAL ALMANACK AND THE CONNOISSANCE DES TEMS.

**I**T is well known, that the Nautical Almanack has contributed more essentially to the improvement of navigation, and of practical astronomy in general, than any work of the kind ever published. It was begun in the year 1767, and has been continued up to 1812 inclusive, making in the whole 30 volumes.

This important work was planned, and has been constantly conducted by the Rev. Dr. Maskelyne, the late astronomer royal, whose name must ever stand high in the annals of science, both as a profound mathematician, and a most accurate and able astronomer; and particularly as the

founder of the lunar observations, by which the longitude at sea is now accurately determined; and for this great national purpose the Nautical Almanack was established. The astronomers of France have since modelled their *Connaissance des Temps* on the plan of this publication, and they have been suspected of copying many of its most valuable and laborious calculations, although they pretend that all their articles are from original computation. A recent discovery, however, seems to remove all doubt on the subject. The Nautical Almanack has been always conducted with such accuracy, that there is no instance of any error of importance having been discovered in it. A trivial exception, however, has lately occurred. It has been observed, that in the volume of the ensuing year, 1812, the obliquity of the ecliptic is assumed about nine seconds too little, which has probably originated in making a double correction, in reducing the mean obliquity to the true; which inaccuracy pervades all the columns of the sun's right ascension and declination.

The error was discovered by Dr. Kelly, of Finsbury Square, who took an early opportunity of shewing it to Mr. Pond, the present astronomer royal; and that gentleman, after examining the Almanack, and comparing it with others, agreed as to the existence of the error, and the propriety of having it corrected. Dr. Kelly mentioned it to other scientific persons, among whom was the Earl of Rosse; and this communication led to a correspondence between the Lords of the Admiralty and the Astronomer Royal; the result of which is understood to be, that the Almanack is to be corrected in the second edition, which it is expected will be wanted in the course of the year. This delay will not be attended with any inconvenience to seamen, as the error is too delicate to affect their calculations. It is only perceptible to astronomers at land, and especially in observatories; and they may be supposed able to correct for themselves.

Dr. Kelly is now computing tables of the sun's right ascension and declination, for the use of his own Observatory; and he will probably publish them in the beginning of the year, if others are not brought out before that period. In this observation he avails himself of the improved solar tables in Mr. Vince's third volume of Astronomy, which were not published when the Almanack of 1812 was printed; but the effects of their superior accuracy may be observed in all the Almanacks that follow.

It is no way extraordinary that this mistake in the Nautical Almanack should have escaped the notice of our computers and examiners of the longitudes, or of our other astronomers, as their attention might not have been immediately directed to the subject. It seems, however, a little curious, that the North-American astronomers, who have printed this volume with additions, corrections, and improvements, should have left the error in question, with all its consequences, wholly uncorrected. But the most extraordinary circumstance relating to this mistake is, that the French have actually copied it into their *Connaissance des Temps*. They have, it is true, given the obliquity of the ecliptic correctly in the fifth page; but in the columns of right ascension and declination of about nine months, they have inserted our inaccuracies (only making their usual allowance for



the difference of meridians); and even at the solstitial points, where the mistake is most obvious, they have copied it exactly, and have thus made the sun's greatest declination nine seconds less than the obliquity of the ecliptic in the fifth page, though both should be the same.

If any thing could add to the fame of Maskelyne, it is the entire confidence thus placed in his calculations by the great astronomers of France. It is, besides, highly honourable to his memory, that in the Nautical Almanacks of half a century, only one error should be found, and even this too small to be felt in nautical practice. It is a curiosity in science; and it is well worthy of being recorded as a most gratifying instance of the powers and persevering energies of the human mind.

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#### NORTH SEA.

**R**EAR-ADMIRAL MURRAY has been most actively employed in causing a survey to be taken of the sands in Yarmouth Roads, and by great exertions has discovered that the bar, S.W. of Yarmouth church, which the *Horatio*, Captain Lord George Stuart, crossed in February last, is a fair passage for vessels.

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#### STATE PAPERS.

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##### EAST INDIA SHIPPING.

SUPPLEMENT TO THE EXPOSITION OF THE STATE OF THE COMPANY'S FINANCES; DATED 1ST APRIL, 1808.

*Accompaniment to an Estimate of the Loss sustained by the East India Company, by the Capture and Wreck of Shipping, in 1807-8, and 1808-9.*

*Ordered by the House of Commons, to be printed 22d May, 1810.*

(Continued from page 314.)

*Copy of a Letter from George Millett, Esq. to the Joint Committee of Warehouses and Shipping; dated the 1st January, 1810.*

GENTLEMEN,

**I**N conformity to the wishes expressed by your committee, that the professional members composing a part of your body should investigate the leading causes of the unfortunate events which befel the fleet under the convey of *H. M. S. Culloden*, and to report their opinions accordingly; I have proceeded to examine the journals of all those ships that arrived with the *Culloden*, and now submit to you the result of my inquiries, and the best opinion my judgment has enabled me to form upon a subject of a very interesting nature to the company, and to all those individuals, who having connections and friends on board the missing ships, must naturally feel a very deep concern for their impending and almost hopeless fate.

It appears that the fleet, as per margin,\* under convoy of the Culloden, sailed from Point de Galle on the 15th February last, and crossed the line in about the longitude of  $81^{\circ}$  east, the N.E. monsoon then veering, as might be expected, into the N.W. monsoon, the course then steered was very properly to the eastward of south, so that in the latitude of about nine and half south, the fleet was in the longitude of eighty-four east, when the course was changed to the southward, the fleet still keeping hold of the N.W. monsoon until the 4th of March; on that day, at noon, they were in the latitude of  $15^{\circ}$  south, and in the same longitude as last mentioned (a very excellent position for the succeeding part of the passage). The winds then became variable to the northward and eastward, and the course shaped was W.S.W. In about the latitude of  $18^{\circ}$  the fleet appears to have gotten hold of the S.E. trade, and the fleet steered more westerly (per compass). These courses, in my humble opinion, led the fleet too near Rodrigues, Mauritius, and Bourbon, for those islands are well known to be in a tract liable to gales and storms from November to May; during this period of the year, the sea between the French islands and the east coast of Madagascar, is subject to something like a north-westerly monsoon, whilst the N.E. or foul weather monsoon is blowing on the west side of that island, through the Mosambique Channel; and when the N.W. winds come in contact with the S.E. trade, which then blows strong, and often violent to the eastward of the French islands, hard gales and formidable hurricanes are often produced by their mutual shock, of which the following account, independently of what the French and English navigators have written upon the subject, will afford some striking instances. And I hope the committee will patiently attend to the proofs which I purpose to lay before them, for the better elucidation of which I shall draw a comparative statement between the William Pitt and the Sir William Bensley, the first ship having hove to in S.E. gale, and the latter being compelled, as the captain states, to run before it.

*Abstract of the William Pitt's Journal. 14th March, per Log.*

Lat. at noon,  $22^{\circ} 38'$  long.  $61^{\circ} 34'$  east, the S.E. trade during the first and middle parts blowing strong, increasing latterly to a perfect gale, with heavy squalls, hard rain, &c. the whole appearance of the weather, and the unusual fall of the mercury, indicating a storm.

*Abstract of the Sir William Bensley's Journal.—14th March.*

First and middle parts, strong winds, with squalls and rain; latter hard gales, squalls more violent, &c.

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\* Earl St. Vincent, Sir H. Inglis, Wm. Pitt, Sir W. Bensley, Sovereign, Huddart, Northumberland, Euphrates, Lord Eldon, Harriet, Indus.

Missing Ships:—Calcutta, Jane Duchess of Gordon, Lady Jane Dundas, Bengal.

*15th March.*

Lat.  $23^{\circ} 48'$  long.  $58^{\circ} 40'$ . During the first and middle parts of the day hard gales from the S.E. with violent squalls and rain; at 6 P.M. hove to under storm-stay-sails until 10 A.M. when the gale moderating, made sail.

*16th at Noon.*

Lat.  $25^{\circ} 18'$  S. long.  $56^{\circ} 28'$   
Winds and weather moderate.

*17th at Noon.*

Lat.  $25^{\circ} 16'$  long.  $54^{\circ} 12'$ .

First and middle parts of the log, fresh easterly and north-easterly winds, with pleasant weather; the latter part the wind increased, the weather threatened, the sea became confused, and the ship plunged deep into a heavy swell from the westward, at 11 A.M. the wind veered to the N.N.W. but it was moderate, and this was all she felt of the second gale.

*15th March.*

First and middle parts a heavy gale, with violent hard squalls, the sea breaking over us, and shipping a great deal of water on the main deck; attempted to heave to, but making extremely bad weather of it, was ultimately obliged to scud with the gale.

*16th March.*

Fresh gales, cloudy weather, the latter fair, with a confused heavy swell, shipping much water, and labouring a good deal.

*17th March.*

First part fresh breezes from the E.N.E. and N.E. about midnight the wind shifted suddenly to the N.N.W. and brought on a heavy gale; the ship straining in every part, and shipping much water, washed away one of the boats, and threw overboard twelve guns, to relieve the ship; kept lying to until 11 A.M. the following day, when the gale was sufficiently abated to make sail.

Whoever will attentively examine the foregoing abstract will find, that on the 15th March, when near the change of the moon, both ships encountered a hard gale of wind from the south-east; that the one hove-to for 16 hours, whilst the other ran before the storm; that on the 16th March the William Pitt had moderate breezes and pleasant weather, while the Sir William Bensley experienced fresh gales with cloudy waather, and a confused heavy sea; that on the following day, the former had fresh north-easterly breezes, with fine weather until 11 A.M. when the wind veered moderately round to the north-north-west, accompanied with a heavy north-west swell, whilst the latter ship, being about  $1\frac{1}{2}$  degrees more to the westward, was struggling with an hurricane and tempestuous sea until the morning of the 18th, when the gale moderated. Hence it follows, and it will prove to be so in other instances, that the ship nearest to the meridian of the islands was the greatest sufferer in the gales. This is an additional instance, if such were wanting, to confirm the opinion which I have long entertained, that the danger of meeting those gales is diminished in proportion to the distance which ships may pass to the eastward of the French Islands. This proves the necessity of keeping without the vortex of those gales and hurricanes which prevail in their vicinity at certain seasons of the year.

It seems to be generally understood, that the four missing ships, like the Bensley, scudded with the south-east gale, and sailing much faster, and



being far more able to carry sail, would in course considerably out-run the *Bensley*; should this really have been the case, they might have met the second hurricane sooner, and had it still more severe than the *Bensley*, which is understood to have been the case with the *Culloden* and *Nereid*, which were still further to the westward. If, therefore, after the interval of the moderate north-west wind and fine weather experienced on the 16th, and the natural solicitude (so near an enemy's port) which the captains may have felt to keep sight of the convoys, they should have been betrayed into the setting of a great deal of canvas, and were suddenly taken aback in the night with their square sails set, the worst consequences might be dreaded; for in that case they would either lose their masts, or getting fresh sternway, the weak and most vulnerable part of the ship would be pressed against the heavy south-east sea: in the first instance, by the want of sturdy active seamen, and good petty officers to clear away the wreck, the ship's hull may have been bulged by the fallen masts; or, in the second case, which is by far the most probable of the two, they would fill abast, and their fate would be decided in the same way as that of those ships which perished in a sudden shift of wind returning from the West Indies, after Rodney's victory over *De Grasse*.

If unhappily, therefore, we are destined to hear no more of our valuable missing ships, I must attribute their loss to stress of weather during the two hurricanes, the last in particular, which the fleet had the misfortune to experience in the manner already detailed. After a strict examination of the journals, I am proud to say that every precaution, and every exertion that experience and skill could suggest, appear to me to have been exercised by the commanders and officers for the preservation of their respective ships; they appear likewise to have been as well manned as the nature of circumstances would admit, and better, I think, than homeward-bound Indiamen generally are during war; the *Calcutta*, for instance, was confessedly the best manned ship in the fleet; she was thoroughly repaired for her last voyage, and, from a long acquaintance with the talents of Captain Maxwell, I hope I may be permitted, without offence, to say that I do not think the service had to boast of a better officer. His ship and the *Bengal* were perhaps too deep, but the *Jane Duchess of Gordon*, and the *Lady Jane Dundas*, were in no more than a fair sailing trim; it is not to be disguised, however, that these were of a very defective class of ships, over built aloft, and too deep below for their breadth, defects acknowledged by every builder, and felt by every experienced commander: the extreme breadth of their floors, too, is carried so far aft, that they have rudders given them like a west country barge, and when the sea strikes the rudder in a gale of wind, the helm is not only held with difficulty, but the seamen are frequently thrown round the wheel. These are serious evils, for which no savings can compensate, because they endanger the ultimate safety of ship and cargo; it is earnestly to be wished, therefore, that they may be corrected in every ship that shall in future be built for the service of the East India Company.

I now beg to draw the attention of the committee to a comparative state-

ment of the extra ships *Sovereign* and *Huddart*, the former having three decks, the latter two, with a deep waist and poop.

*Extract from the Journals of the Sovereign, of three decks, and the Huddart, of two decks, 14th March.*

"First and middle parts a fresh increasing trade; the sea rising fast, preparations making accordingly; towards noon the weather threatening, the gale increasing, and sea rising rapidly, getting down top-gallant yards, masts," &c.

*15th March.*

"First and middle part hard gales, with heavy rain; latter, wind veering to the north-east, and moderate, with fine weather. This ship hove-to at 4 P.M. and made sail again at daylight, without suffering at all from the gale."

"First and middle parts a strong trade wind, with squalls and a rising sea; latter, increasing to a heavy gale, &c. &c. At 9 A.M. the fore-sail and main-top-sail flew to pieces: at 11 hove-to under storm-sails."

*15th Log.*

"Lying to until 3 P.M. when we shipped an heavy sea, which upset several of the guns, and laid the ship over to starboard; threw overboard the starboard guns, and got the ship before the wind, all pumps going; passed several ships lying to, making good weather. At 1 P.M. the ship was brought by the lee, and shipping a heavy sea on the starboard quarter and stern, were immediately laid over on the larboard beam ends; threw over what lee guns could be gotten at, and made an unsuccessful attempt to wear, the ship lying over in a perilous manner, the water frequently up to the comings of the hatches; but at daylight the gale abated, and we wore ship."

The foregoing comparison has been made for the purpose of shewing the danger of deep waisted ships; the *Sovereign* weathered the gale with ease, but had it been of much longer continuance, the fate of the *Huddart* would, in my opinion, have been inevitable. The situation of the *Sir William Bensley* has already been shewn; the *Indus* also suffered, threw some of her guns overboard, and cut away some of her anchors; the *Harriet* laboured, and shipped so much water, that with all her pumps going she had two and half feet water in the well the greatest part of the night; whilst the three-decked ships, *Northumberland*, *Euphrates*, and *Sovereign*, were making exceedingly good weather of it. The conclusion is clear, that the deep-waisted ships, when laden, are but ill calculated to encounter gales of wind.

I now proceed to the journal of the *Earl St. Vincent*, which ship, whilst scudding with the south-east gale on the 15th, broke her tiller-rope, and broached to; she afterwards wore, and steered a southerly course; on the 17th she had fresh easterly winds in the first part, and in the middle and latter parts strong gales from the north-east to north-north-west; the

wind shifted to north at 2 A.M. and to the north-north-west at 6 A.M. It is worthy of remark, that this ship losing time by her accident, and steering a more southerly course than the *Bensley*, and consequently not quite so far to the westward, did not meet the second gale until six hours after that ship, and then with diminished violence.

The *Hugh Inglis*, in a hard squall on the 15th. lost her main-top-sail clean out of the bolt-rope, and soon afterwards lost sight of the admiral, who, with two of the missing ships, ran under his stern. At 8 P.M. a heavy sea striking the ship on the starboard quarter, she bronched round to against the helm; but she soon wore, and was afterwards steered a southerly course, with easy sail, to prevent a similar accident, and felt little of the second gale, beyond a heavy swell.

Thus an accidental gradation of distances (though small) in the difference of longitude among the ships of the fleet, is an evidence to shew the truth asserted, that the danger of hurricanes off the French Islands is, in proportion to the distances ships may chance to be eastward of the meridians in which they lie; and it is further worthy remark, that the hurricanes are found to be far more furious at Bourbon than Mauritius, although the former is only 20 or 30 leagues to the westward of the other.

By recent accounts from the Cape, I understand that nothing has been heard of the *Harrier*, which was with the *Nereid* frigate, since that ship was dismasted; it was from the *Harrier*, I think, that we received the last intelligence of the *Blenheim* and *Java*, and, as far as my recollection reaches, they were said to have been seen, by that sloop, making signals to each other in a hard gale of wind off the French islands; if ships so well manned, and so well managed as our men of war are known to be, can with difficulty be preserved from the storm, and the *Culloden* and *Nereid*, with all their strength and skill, were in imminent danger of foundering; what but disasters can possibly be expected from heavy laden merchantmen, stripped, as they too generally are, of almost every useful hand, for his Majesty's ships in India; it is really a melancholy reflection, that fleets of such immense value to the company and the nation, should be deprived of their strength, and left almost in a defenceless state against the elements and the enemy. No exertion surely should be wanting to obtain the protection of the Admiralty against a grievance so vexatious, so harassing, and so serious. A professional member of the committee has the merit of giving in a plan for ameliorating this part of the service, and whilst I acknowledge my thanks for his consideration of this important subject, I trust he will at the same time pardon me for observing, that although there are some parts of it which accord with my sentiments, and will meet with my support, yet there are other parts which do not appear to me to be grounded on experience, and are quite impracticable: I should therefore be happy to see the sound parts of that plan grafted on the simple and easy proposition of Admiral Drury, which was transmitted by the Lords of the Admiralty to the Court of Directors in the month of September last; and I am prepared to say, from good information, that that Board is heartily disposed to carry the plan immediately into effect: I trust, therefore, the



court will lose no time in embracing so favourable an opportunity. I know it is the opinion of some of its members, that the Lords of the Admiralty do not possess the power of enforcing their orders with the naval officers in India; to those gentlemen, I beg leave to reply, that I have seen protections, which his Majesty's officers have respected, and would not press from, and at any rate, the attempt in my opinion should immediately be made; for without it, the responsibility must fall upon ourselves.

Having already recorded my opinions in the most forcible way I was able, upon the necessary times and seasons of despatch, I shall forbear to trouble the committee beyond saying, that it appears to me quite impossible that the company's shipping and commerce can prosper without a due attention to those important points, both at home and abroad.

Having now concluded my remarks on the journals of the ships which were under the convoy of the Culloden, I believe it will be expected of me to say something of the gales in which the Lord Nelson, Glory, and Experiment, are supposed to have foundered. I find from the journals of the Phoenix, that the fleet sailed from Madras on the 26th October, (which was out of season) before the monsoons had shifted on the coast, carrying with them variable winds, but chiefly from the westward, down to the Line; which was crossed in  $85^{\circ} 42'$  east; the westerly winds continued until the 20th of November, when in the latitude of  $9^{\circ} 23'$  south, and longitude  $89^{\circ} 32'$  east, the gales commenced, which ended in the melancholy disaster which befel the fleet. On the 21st of November, at 10 P.M. it blew extremely hard, with a heavy sea; and the ship lurching deep, lost the main-top-sail in taking it in, and at midnight, the main-deck receiving more water at the ports and scuttles than the scuppers would vent. At 4 P.M. on the following day the gale moderated, and soon after died away into light winds, flying all round the compass. At 7 it again became squally, and a ship passed us with the loss of her mizen-mast and main-top-mast: soon afterwards set the storm-stay-sails; at half-past ten the squalls became extremely severe; at 11 the ship lying over a good deal, and shipping heavy seas; at 1 A.M. pumping and bailing; at 2, five feet water in the hold, and gaining on the pumps; at 3, seven and half feet water in the hold; at 4, the fore-top-mast blew away, and the best bower anchor was washed off the gunwale; at 5 A.M. began to gain on the ship, and at noon the water was reduced to five feet; at half-past noon came on a very heavy gust, the sea making a fair breach fore and aft, and the water increasing again on the pumps, cut away the main and mizen-top-masts, and the spare stream anchors; at 3 P.M. a sea completely cleared the quarter-deck, and washed a man overboard; at 6 P.M. the gale was more moderate, and dying gradually away, it became nearly calm at noon; and on the following day, in lat.  $13^{\circ}$  south, sprang up the regular south-east trade.

These tremendous gales may have been produced by the conflict between the north-west winds and the south-east trade, and partake of the shifting of the monsoon; or they may indeed more properly be said to have been a visitation of Providence beyond the reach of human wisdom to foresee, and

of a nature too potent to withstand: to this alone do I attribute the loss of the ships which suffered in these gales. It is very remarkable, that the *Ann*, which was only one degree south, and another to the east of the *Phoenix*, suffered little in the first gale, and felt nothing of the second. I have not had time to examine the remaining journals of this fleet; and indeed I am fully aware that the foregoing detail is already extended to such a length as must become tedious to the committee; but the subject is of such a nature as to have rendered it almost impossible for me to give soundness to truth, or solidity to opinion without it.

I rejoice that an investigation upon a scale so extended as the present has been instituted by the committee; the subject is interesting to humanity, and important to the company and to the country. I have had no opportunity of consulting the examinations or opinions of the captains; if, therefore, I should have the misfortune to differ from my professional brethren, either in or out of doors, it will be entirely unpremeditated on my part; and perhaps the individual information and separate opinions of so many experienced seamen, is the measure best calculated to form a mass of evidence upon which to ground the report of the committee to the Court of Directors.

Thus patiently pursuing this subject, and using our best endeavours to make past misfortunes subservient to present good, will be found to be the best means by which we can reasonably expect to be more prosperous in future.

I have the honour to be, &c.

(Signed) GEORGE MILLETT.

(To be continued.)

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## ASTRONOMY.

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**A**STRONOMY and navigation are so connected, that any attempt to demonstrate how interesting a methodical account of the "mysterious stranger" which has, for nearly the last four months, contributed to the nightly illumination of our hemisphere, would be a mere waste of both time and space. In presenting such an account, however, we have more than a temporary object in view. By briefly mentioning the opinions of some of the ancients, respecting comets; by exhibiting a *coup d'œil* of the more generally received theories of Newton, Halley, &c.; by recording some ideas and suggestions which have been called forth, by the appearance of the comet of 1811; and by furnishing a succession of observations which have been made relating thereto, in different parts of the world, the reader of the present day will be assisted in forming a judgment of his own; and, at a future time, the article thus compiled may be referred to as a curious, useful, and valuable depository of facts and remarks.

Instead of broaching any new theory, it is our wish, while relating the

opinions of others, merely to offer a few occasional remarks, by way of illustration.

By the Pythagorean philosophers, the Chaldeans, and others, comets were reckoned amongst the planets; an opinion by no means irrational, as, of whatever nature may be the substance of which they are composed, it has long been beyond a doubt, that they revolve in trajectories, or very eccentric ellipses, about the sun. Comets, however, though they, in some respects, resemble the planets in their laws of motion, differ from them in the great variety in the position of their orbits, and in having their course in *antecedentia signorum*, or contrary to the order of the signs of the zodiac.

Seneca, who had an opportunity of contemplating the phenomena of two remarkable comets, believed, or rather conjectured, them to be of equal duration with the world, though he was ignorant of the laws by which they were governed.

From the time of Seneca, to that of Tycho Brahe, comets were considered, by most astronomers, only as meteors, existing in our atmosphere; but Tycho, finding that they had no diurnal parallax, placed them above the moon. "At length, Sir I. Newton having proved that Kepler's law, by which the motions of the planets are regulated, was a necessary consequence of his theory of gravity, it immediately followed, that comets were governed by the same law; and the observations upon them agreed so accurately with his theory, as to leave no doubt of its truth." Comets have, therefore, ever since been considered, as solid bodies revolving about the sun.

"Comets," says Professor Vince, in his *Astronomical Introduction to PINKERTON'S Geography*, "are not visible till they return into the planetary regions. They are surrounded with a very dense atmosphere, and from the side opposite to the sun, they frequently send forth a tail, which increases as the comet approaches its perihelion (or nearest distance from the sun) immediately after which it is longest and most luminous, and then it is generally a little bent and convex towards those parts to which the comet is moving; the tail then decreases, and at last it vanishes. The smallest stars are seen through the tail, notwithstanding its great thickness, which shews that the matter of it is extremely rare.\* Aristotle thought the tail

\* It has been ingeniously observed, that "the tail of the comet (of 1811) appears to be made exactly of such stuff as Ossian supposed the souls of his heroes to be.—He believed they were material, but so thin that the stars shone through them.—"Son of Semo," replied the chief, "the ghost of Crugal came from the cave of his hill, the stars dim-twinkled through his form, and his voice was like the sound of a distant stream."—OSSIAN.

A French writer, affecting to be very brilliant, remarks, that "the comet is nothing more than a parcel of old stars, who, being no longer of any use, and allowed half pay, have agreed to mess together;" and an English theatrical wit, being asked what he thought of the Comet? replied, that he thought it very like "We fly by Night," and the "Tail of Mystery."



to be a thin fiery vapour arising from the comet. Apian, Cardan, Tycho, and others, supposed that the sun's rays being propagated through the transparent head of the comet, were refracted, as by a lens. But the figure of the tail does not answer to this. Kepler supposed that the sun's rays carried off some of the gross parts of the comet. Sir I. Newton thought that the tail was a very thin vapour which the head, or nucleus of the comet, sends out by reason of its heat. Dr. Halley, in his description of the *aurora borealis* in 1716, says, 'the streams of light so much resembled the long tails of comets, that at first sight they might be well taken for such.' And afterwards, 'this light seems to have a great affinity to that which the effluvia of electric bodies emit in the dark.' D. de Marian calls the tail of a comet the *aurora borealis* of the comet. This opinion Dr. Hamilton supports by the following arguments. The *aurora borealis* has no effect upon the stars seen through it, nor has the tail of a comet. The atmosphere is known to abound with electric matter, and the appearance of the electric matter in *vacuo*, is exactly like the appearance of the *aurora borealis*, which, from its great altitude, may be considered to be in as perfect a vacuum as we can make. The electric matter in *vacuo* suffers the rays of light to pass through without being affected by them. The tail of a comet does not spread itself side-ways, nor does the electric matter. Hence, he supposes the tails of comets, the *aurora borealis*, and the electric fluid, to be matter of the same kind."

The almost universally received opinion, that comets are *solid* bodies, has been controverted, by a German astronomer, whose observations on the present comet appeared in the *Moniteur* of October 4, in a manner which requires some remark. "This mass," says he, speaking of the nucleus, or head, "is, *without doubt*, composed of a *very subtle* substance, as is *probably* that of all comets. This hypothesis receives much support from the *fact*, that one of these stars, of very considerable magnitude (the first comet in 1770), passed through the very middle of the satellites of Jupiter, without occasioning among them the slightest disorder.—There is *every reason* to believe, that the *nucleus* of the present comet is nothing more than a conglomeration of vapours of very *little density*, so little *perhaps* as to be transparent. Whether this be the case or not, might be easily ascertained, if those who are in the habit of observing it, would watch the time of its transit athwart the disk of some star, the rays of which would have sufficient power to perforate it, if transparent. Such a body might very *possibly* be an *incipient* world, just passed its *gaseous* state, and which was to derive *solidity* from the precipitation and condensation of the matter surrounding it. The successive observation of some comets, in which it may be possible to distinguish the different stages of chaos and progressive formation, can alone furnish any knowledge with respect to this point."

As to the *fact* of the comet of 1770, having passed "through the very middle of the satellites of Jupiter," we have been assured, by an astronomical friend, who has all the calculations relating to that comet in his possession, that no such event happened!

Respecting the present comet being nothing more than a conglomeration

of vapours, the opinion of Sir I. Newton, that, if comets were nothing but vapours, they must be dissipated when they come near the sun, will, we apprehend, be thought of some weight. "The comet, in 1680," observes Professor Vince, "when in its perihelion, was nearer to the sun than one sixth of its diameter, therefore the heat of the comet, at that time, was to summer heat, as 28,000 to 1. But the heat of boiling water is about three times greater than the heat which dry earth acquires from the summer-sun; and the heat of red-hot iron is about three or four times greater than the heat of boiling water. Therefore the heat of dry earth at the comet, when in its perihelion, was about 2000 times greater than red-hot iron. By such heat, *all vapours would be immediately dissipated*. This heat of the comet must be retained a long time. For a red-hot globe of iron, of an inch diameter, exposed to the open air, scarcely loses all its heat in an hour; but a greater globe would retain its heat longer, in proportion to its diameter, because the surface, at which it grows cold, varies in that proportion less than the quantity of hot matter. Therefore a globe of red-hot iron, as big as the earth, would scarcely cool in 50,000 years."

Dr. Halley, who first foretold the return of a comet, has incontestibly proved, that comets do return at stated periods; and, consequently, according to the above hypothesis relating to the heat of comets, they cannot be composed of vapours.

How stars are to be seen through the nucleus of the comet, when it is universally admitted, that even the best telescopes are scarcely capable of reaching it, so as to convey any very determinate idea, is beyond the sphere of our comprehension: and as to the fancies about an *incipient* world, they appear to be calculated only for the meridian of the nursery.\*

(To be continued.)

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\* Some of our *gallant* readers may perhaps think the following lively remarks, extracted from one of our diurnal prints, not much misplaced here, after the profound elucidations of the German astronomers.

The writer tells us, that "though he will not, like many men of learning, attempt to tell us what a comet is, he will tell us to what he thinks it is most analogous, and that is—to woman. Yes, to woman, lovely, bewitching, enchanting woman; she who for an apple damned mankind, who laid Old Troy in ashes, and who lost Mark Anthony the world. Comets, doubtless, answer some wise and good purpose in the creation; so do women. Comets are incomprehensible, beautiful, and eccentric; so are women. Comets shine with peculiar splendour, but at night appear most brilliant; so do women. Comets are enveloped with a lucid nebula, through which their forms are visible; so are those of women, through their light and elegant attire. Comets confound the most learned, when they attempt to ascertain their nature; so do women. Comets equally excite the admiration of the philosopher, and of "the clod of the valley;" so do women.—Comets and women, therefore, are closely analogous; but the nature of each being inscrutable, all that remains for us to do is, to view with admiration the one, and to adoration love the other!"

## STRAIT OF THE DARDANELLES.



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## PLATE CCCL.

**N**ATURE has done all for the country of which a portion is delineated in the annexed plan. In fact it is one of those parts of the globe the most favoured by it's bounties. The people who are it's present masters, deriving from their religious and military institutions a peculiar national character, present to the observing traveller a most interesting object of contemplation. Although the Othman Turks have attained no inconsiderable degree of civilization, their government is far from having yet penetrated the secrets of political economy; and it is to be feared that the fundamental laws of the empire will, for a length of time, oppose it's progress in that science so necessary for the prosperity of nations.

If the Propontis and the Euxine were in the hands of a people sufficiently enlightened to appreciate the advantages of such valuable possessions, and industrious enough to profit by them, Constantinople would again become the metropolis of Europe and Asia. The Euxine would be the limit of it's suburbs towards the north; while they would extend southwards even to the extremities of the Propontis. To be convinced of this, it is sufficient to view upon the map the number of cities and towns which succeed each other almost without interruption from the origin of the Bosphorus \* to the Ægean Sea. Most of these cities, in truth, are now desert; their riches have disappeared with their industry: there is hardly one of them, however, but whose name recalls some grand remembrance, or which has deservedly occupied an important place in history.

If it is allowable to hazard with an antient geographer, † some conjectures on the natural causes of the formation of the Propontis, one might be disposed to believe that the accumulated waters of the great rivers which flow into the Euxine, having once filled its entire basin, either forced a passage through the valley, which is now the Bosphorus, by means of their own weight, or were aided by volcanic agency, of which the northern mouth of that canal presents unquestionable traces; that having reached the southern outlet of this valley, they met with a wide plain, over which they spread themselves to the foot of the hills, by which it is environed, where their progress being checked by this natural barrier, they again broke through the Hellespont, which doubtless opposed a less resisting mass than the mountains of Thrace or of Phrygia.

The greatest length of this midland diffusion, now called the sea of Marmora, is about 50 leagues, from the bottom of the gulf of Niconiedia to the strait of Gallipoli. Its breadth is from 25 to 30 leagues. Its northern shore runs nearly east and west. The eastern end forms two gulfs

\* For the orthography of this word, the reader will find a sufficient warrant in the review of Arrowsmith's last map of Europe, under the head of Naval Literature, Vol. XXIV. p. 232

† Strabo. *geograph.* l. i.

of unequal dimensions, separated by a peninsula. The western termination is formed by the chain of Mount Ganos, which extends itself in a south-westerly direction to Gallipoli.

The principal isles of the Propontis are those called the Princes, near the mouth of the Bosphorus; the island of Marimora, or the antient Proconnesus; and that of Kalo-limneh, at the entrance of the gulf of Mondania. These isles, like those of the Mediterranean, are the summits of mountains which the inundation did not attain.

Three leagues from the Bosphorus on the northern shore, is a lake about three miles in diameter, which is usually called in Turkish *Kouchuk-hekmedjeh*, or "the little draw-bridge:" 8 or 9 miles further on is another of double the size, called *Boyuk-hekmedjeh*, or "the great draw-bridge," names which are evidently derived from the means by which they were formerly traversed; the high road from Constantinople to Adrianople leading along the sea shore over their mouths. That of the greater lake is now crossed upon three magnificent bridges, which a national geographer \* says were built by *Sultaan Solyman*.

At some distance from Selivri, inland, are to be found in various places the remains of that long wall, *macron-teichos*, which the citizens of Constantinople raised for their protection against the irruption of the barbarians, extending from Selymbria on the Propontis, to Philea on the Euxine, above 420 stades [furlongs] in length.

Heraclea, which the Turks now call by corruption, *Reklia*, is situated like Selivri on the coast. This city, formerly the most considerable of Thracia, was founded in the year of Rome 153. The traveller still admires in this place the remains of an amphitheatre and palace built by Vespasian. From Selivri the main road leaves the coast in a north-westerly direction, and that leading to the Dardanelles follows the coast by Tekhirdagh, or Rodosto (antiently Rhesiston) Ganos, Miriophito, Peristasis, and Palio-patino. The route is not free from danger, and offers hardly any object worthy of observation, except the Hexamilia, of which more hereafter. Having thus given a brief sketch of the country which connects the Dardanelles with the capital, we will now proceed to describe the locality of that famed strait; but in an inverted order of observation, as the objects present themselves to a navigator arriving from the Archipelago. A croud of interesting ideas rush on the mind in gliding over this majestic channel, bounded on either hand by two chains of hills, almost deserving the title of mountains, which although not every where in a state of cultivation, every where shew signs of fertility. Numerous flocks and herds animate the landscape, and the rustic pipe of the shepherd is heard responsive to the cry of the mariner and the song of the boatman. This is no romantic exaggeration, but the faithful imagery of the scene, which is farther heightened to the traveller of education and sensibility by the classical recollections coupled with almost every spot before his eyes. Thucydides, Herodotus, and Xenophon, recall the bloody battles and great actions of which the

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\* *Mcletion geographia*, p. 423.



Hellespont has been the theatre: here, the Athenians beat the Lacedæmonians; there, they were beaten by them, and lost their liberties; farther on, the hosts of Xerxes and the army of Alexander traversed these rapid waters, and one may fancy them tinged successively with the blood of Persians, Greeks, Musulmans, and Christians. Last of all, even the unhappy Leander claims a sigh from the feeling bosom.

While the writer was indulging in this feast of memory, the greek cockswain by chance suffered the name *Elles* to escape his lips; and when eagerly questioned, explained that the extreme promontory on the European shore was still called by the Turks, *Elles-boroun*, literally the nose, or ness, of Helles! This was the situation of the ancient city of Eleus, from the ruins of which it is likely that the village which at present occupies its probable site, and the adjacent fort and batteries have been constructed. The tomb of Protesilaus,\* a conspicuous *tumulus*, or barrow, is the sole monument which remains to authenticate the spot. Not far from hence is a modern castle, built by Baron de Tott, which bears the Turkish name of *Setil-bahar*, "the barrier of the Sea." On the right hand, after passing the Sigæan promontory, now called *Yenni-shehir Boroun*,† the following objects are seen in succession.—1, The tomb of Achilles (*Dhio-Teppeh*) ‡—2, the Sandcastle (*Koum-Kalleh*)—3, the

\* Leader of the Thessalians. Iliad II.

"To these the youth of Phylacé succeed,  
Itona famous for her fleecy breed  
And grassy Pteleon deck'd with cheerful greens  
The bowers of Ceres and the sylvan scenes,  
Sweet Pyrrhasus with blooming flow'rets crown'd  
And Antron's watery dens and cavern'd ground.  
These own'd as chief Protesilas the brave  
Who now lay silent in the gloomy grave;  
The first who boldly touch'd the Trojan shore  
And dy'd a Phrygian lance with Grecian gore,  
There lies, far distant from his native plain;  
Unfinish'd his proud palaces remain,  
And his sad consort beats her breast in vain.\*

POPE.

† *Yenni-shehir*, being interpreted, is "new-town;" whereas the greater part of maps and books of travels call that point "Cape Janizary," which last word is a corruption of the Turkish *yenni-cherri*, literally, in English "new militia."

‡ There are in fact two unequal barrows, standing near together, at no great distance from the shore, agreeing in shape, in number, in nature, and in situation, with the two which Homer allots to Achilles and Patroclus; and this agreement is found in circumstances of so detailed an accuracy, that it is impossible in describing these *tumuli*, to add or to take away any thing from his description of the tombs. Either these tombs and the adjacent plain were the real objects of the twenty-third Iliad, or their coincidence is a miracle in history. The French traveller, Lechevalier, says, that the tomb of Achilles is at this day called *Διος-τάφην*, *Διος-τάφῃ*, the "divine tomb;" but besides that, *dios* is not a word

mouth of the Simois (*Minder-sou*)—4, the tomb of Ajax (*In-Teppeh*)—5, the *Ophrinium*, or wood of Hector (*Chakkalderreh*) and finally the point on which was formerly placed Dardanus, celebrated for the treaty of peace signed there between Sylla and Mithradates-Eupator, which projection is corruptly styled by the mariners of most nations, "Point Barber's," and by the Turks, according to a MS. memorandum, *Kepös-boroun*.

From hence is about 5 miles to the Asiatic castle of the Dardanelles, called in Turkish *Sultanieh*, or "Imperial," and also vulgarly *Channak-Kalleh*, or Pottery-castle, either from the extensive manufactory of that article in its vicinity, or from the prodigious quantity of potsherds which fill the soil, and denote that the same trade has been exercised on this spot from remote antiquity. The small town contiguous to the castle is almost entirely peopled with Jews, of whom the most respectable family, that of Tarragano, have filled the office of English vice-consul, under the Right Worshipful Levant Company, for three generations, with distinguished merit. This place may be said to be the Gravesend of Constantinople, as it is here the vessels of all nations are examined on their entrance, and from hence are cleared outwards.

A small river, that washes the castle walls, is the Rhodius of antiquity, which, according to Strabo, flowed between Dardanus and Abydos. This is, after the Simois, the most considerable stream which discharges into the Hellespont: And after observing the irregularity of its bed, the heaps of stones it rolls along, and the breaches it makes almost annually in the dyke which confines it on the side of the castle, one is not surprised that the poet has recorded this among the other torrents of Ida, marshalled by Neptune as the coadjutors of the Simois, to overthrow the Grecian entrenchment. Strabo says, that the Cynoseima, or tomb of Hecuba, was opposite the mouth of this river: it consequently must have occupied the site of the European castle of the Dardanelles, denominated *Kellid-Bahar*, or "the lock of the Sea," just as Euripides called the Bosphorus, "the key of the Euxine Pontus."

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which the writer can recollect in use by the modern Greeks, the assertion of this antiquary seems to be founded on a mistake. The *tumuli* are called by the inhabitants of the vicinity *Δυο-τάμα*, which means no more than the "two hillocks;" and of which the modern pronunciation is rendered as nearly as possible in the text, *Dhio-teppch*. The *delta* being uttered like the English *th*, in *this*, and the *iota* like an English *e*.

\* The station of Ajax was certainly on the left wing, near to what was afterwards called the Rhetæan promontory. The *Iliad* does not locally describe his tomb; but in the *Odyssey* (iii. 109) Nestor mentions him as buried in the Trojan plain, along with Achilles, Patroclus, and Antilochus. The reader who has ever seen the conical mount on the Wiltshire Downs, near Marlborough, called Silbury-hill, can form a pretty correct idea of this monument, denominated *Aiantæon*. See Pausan. Attic. pp. 33, 34. Strabo, xiii. 595. Lechevalier, on the plain of Troy, &c. p. 108. Also Pausan. i, pp. 34, 36. (edit. Francof. A.D. 1583.)

Rather higher up than Sultanieh, is a promontory, which advances from the Anatolian shore, appearing to the eye as if it closed the passage to the sea of Marmora. The Turks call this and the bay formed by it, Naggara: while in the vulgar dialect of the Levant denominated *lingua franca*, it bears the name of *Peschiere* and *Pesquiers*, *anglicè*, "fishery." This anchorage was the theatre of the vigorous and decisive attack of the Othman squadron, by the rear division of Admiral Duckworth's, individually commanded by Sir Sidney Smith, as more particularly described in the biographical memoir of Captain R. Dacres.\* On the shore of this bay are the vestiges of an antient city, which can be no other than the residence of Leander; because the distance between Naggara and Kepos is exactly the same as is assigned by Strabo for that between Dardanus and Abydos.

Although occasion will present itself eventually under the proper head, for rectifying the hydrography of these parts, yet the scientific reader may be glad to be certified of the exact geographical position of a few of the more remarkable places: viz.

|                                    | Latitude N. |    |    | Lo. E. from Greenwich. |    |    |
|------------------------------------|-------------|----|----|------------------------|----|----|
|                                    | °           | '  | "  | °                      | '  | "  |
| Constantinople (Saint Sofia) ..... | 41          | 1  | 27 | 28                     | 55 | 15 |
| Gallipoli .....                    | 40          | 25 | 33 | 26                     | 37 | 30 |
| Heraclea .....                     | 41          | 1  | 3  | 27                     | 54 | 34 |
| Rodosto .....                      | 40          | 58 | 34 | 27                     | 25 | 31 |
| Dardanelles (Asiatic castle) ..... | 40          | 9  | 8  | 26                     | 19 | 30 |
| Marmora .....                      | 40          | 37 | 4  | 27                     | 30 | 50 |
| Selivri .....                      | 41          | 4  | 35 | 28                     | 11 | 8  |

S.

## FRENCH MARINE.

*Etat Général de la Marine, Année 1811. A Paris, Testu et Co. Imprimeurs de l'Empereur et Libraires.*

**T**HIS little Volume, which contains 206 pages, must have been published under the immediate sanction of Buonaparté, as an attempt to give something of form, and substance, to the French navy: and there is one curious circumstance in it, which must strike every one who has examined this official list, that not a single ship is mentioned; nor is the smallest account given of either the number or strength of the enemy's fleet. Even the boasted gun-boats, and Boulogne flotilla, which at least would make a figure on paper, are all omitted: and the same silence prevails respecting the ships that are building, and had been recently launched.

The following is the Table of Contents: to avoid the possibility of any



mistake, we insert it verbatim. 1. *Table de Marées.* 2. *Ministère de la Marine.* 3. *Administration Centrale.* 4. *Dépôt des Cartes et Plans de la Marine.* 5. *Conseil des Prises.* 6. *Liste Générale des Officiers de la Marine militaire.* 7. *Aspirans de la Marine.* 8. *Equipage des Marins de la Garde Imperiale.* 9. *Equipages de haut bord.* 10. *Equipages de Flotille.* 11. *Ecoles speciales de Marine.* 12. *Liste des Officiers du Corps Imperial d'Artillerie de la Marine.* 13. *Officiers du Corps Imperial d'Artillerie de la Marine, Attaches aux Forges, Fonderies, et manufactures d'Armes.* 14. *Officiers des Compagnies d'Ouvriers militaires de la Marine.* 15. *Arrondissemens maritimes.* 16. *Officiers du Génie maritime, suivant leur rang d'ancienneté.* 17. *Officiers d'Administration, suivant leur rang d'ancienneté.* 18. *Officiers d'Inspection, suivant leur rang d'ancienneté.* 19. *Ingénieurs des Ponts et Chaussées, employés au service des travaux maritimes.* 20. *Arrondissemens Forestiers.* 21. *Tribunaux maritimes.* 22. *Examineurs de la Marine et Professeurs des Ecoles de Navigation.* 23. *Officiers de santé.* 24. *Consuls généraux, Consuls et Vice Consuls de France dans les Villes et Portes des Nations etrangeres.*

Such is the official view (for every thing that issues from the French press respecting its army or navy, may be considered as coming from Bonaparte), of the different parts of that *Etat Général de la Marine*, which is to give strength, and skill, and energy, to a naval armada, that will most probably be one day composed from ships of every European state that shall continue in hostility against Great Britain: the greater part of which have been already seized on by the French Usurper. The different divisions of this *Etat Général* demand the attention of those men who watch, with no small anxiety, the vast naval preparations which Bonaparte has certainly long been making. The establishment of his Marine Artillery, as given in the 12th article, shews the necessity of our having a similar corps in the British service, and gives force to those remarks on the subject, which have fallen in the House of Commons, from, we believe, Sir C. Pole, and other officers: something like this establishment is certainly at length attempted in this country; but not with that spirit, or to that extent, which the necessity of such a corps demands. Another article which will strike every friend to the British navy, is the 8th—*The French naval officers who compose a part of the Imperial Guard.* Nothing like this, though frequently talked of, has yet been attempted in this country: We shall, therefore, pay our first attention to the names of the officers who compose this Establishment.

This *EQUIPAGE DES MARINS DE LA GARDE IMPERIALE*, consists of an *etat-major* and six companies. The *commandant* is Captain le Comte Baste, a naval officer in the Legion of Honour. The *major* is Captain Vattier, of the same legion. The *adjutant-major* is Lieutenant Serval, a legionnaire of honour: to which are annexed, Mons. Gobert de Neusmoulin, as *quarter-master*, and Monsieur Taillefer, legionnaire, as *surgeon-major*.

In the six companies that follow, there are in each, a lieutenant de vaisseau, as captain of the company, with a first and second lieutenant trader him.

The CORPS IMPERIAL D'ARTILLERIE DE LA MARINE, consists of an *etat-major-general*, with four regiments; of which, the first contains four battalions, stationed at Brest; the second, five battalions; the third, two battalions, at Rochefort; and the fourth, of two battalions, at l'Orient. It has also attached to it six companies of workmen:—one at Brest, a second at Toulon, a third at Rochefort, a fourth at l'Orient, a fifth at Genes, and a sixth at Anvers. To which are added, five companies *d'apprentis canonniers*; the two first of which are at Brest, and the others at Toulon, Rochefort, and l'Orient. The following officers also belong to this French marine artillery, to attend to the naval forges, founderies, and manufactories of arms:—At Guerigny is stationed an officer of the name of Barbe, as *chef de bataillon*; at Aus, a Mons. Corron, as captain; at Paris, M. Barbier; at Indret, M. Maumelat; at Nevers, M. Petit; at Liège, M. Jure; at the *fourneau de Mazures*, M. Féard; at Saint Gervais, M. Desperrois; at Ruelle, M. Guillemard; at Indret, M. Lucas; at Liege, M. Leclerc Delamotte; at Nevers, M. Lelubois Marsilly; at Ruelle, M. le Guernalet Keransquer; and at Liege, M. Becherel.

The general inspector of this well-chosen and most useful naval corps, is Sugny, a general of division, and commandant in the Legion of Honour; with M. François and Louis Sugny, both of whom are *chef d'escadre*, as his *aides-de-camp*; and to these is added a Colonel Butrand, as *officier à la suite*.

Buonaparte, according to this list, has also two public naval schools established, which are styled, Ecoles Spéciales de Marine. One at Brest, of which Captain Gilbert-Amable Faure, an officer of the Legion of Honour, is commandant; with Captain Stanislas Mallet, as *commandant en second*; with four lieutenants, Lavand, Groignard, Cotelte, Arnaud; and four midshipmen (*enseignes de vaisseau*), Pinard, Desgarceaux, Coté, Faucon. The second naval school is at Toulon: of which Captain Le Baron Motard, a commandant in the Legion of Honour, is the director; with Captain Charles Auguste Fourré, of the Legion of Honour, as *commandant en second*; and, under these, are Lieutenants Vinson, Venel, Albert, and Pellé Bridoire; with the Midshipmen Battendier, Montfort, and Maudhuy.

Under the head of Naval General Officers, is first inserted, as Grand Amiral, the King of the Two Sicilies. Then follow the great officers of the empire, as general inspectors of the coasts: S. E. M. le Comte Decres, inspector general of the coasts of the Mediterranean; S. E. M. le Comte Ganteaume, of the coasts of the ocean; and S. E. M. le Comte de Winter, of the coasts of the North Sea.

#### VICE-AMIRAUX.

September 27, 1794.

1. Truguet, commandant of the Legion of Honour, and maritime *prefet* of Holland.
2. Villaret Joyeuse, grand officier *d'écorté* du grand aigle.

June 26, 1795.

Le Comte de Winter, officer of the Legion of Honour, &c.

March 21, 1796.

Le Comte Martin, grand officier of the Legion of Honour.

September 22.

Le Comte Rosily, a commandant in the Legion of Honour, director and inspector of the general dépôt of marine charts and plans, and of those belonging to the colonies.

May 30, 1804.

1. Le Comte Decres, grand officier décoré du grand Aigle, minister of the marine and the Colonies.

2. De Comte Ganteaume, grand officier, &c. a counsellor of state.

June 11.

Le Comte Werhuell, grand officier, &c.

March 9, 1809.

1. Le Comte Burgues Missiessy, a commandant in the Legion of Honour.

2. Le Comte Allemand, the same.

3. Kikkert, chief militaire à Rotterdam.

CONTRE-AMIRAUX.

November 16, 1793.

1. Bouvet, a commandant in the Legion of Honour, chef militaire à Brest.

2. Leissegues, the same.

September 22, 1796.

Lacrosse, a commandant in the Legion of Honour, prefet du 5me. arrondissement maritime.

April 12, 1798.

1. Bedout, a commandant in the Legion of Honour.

2. Courand, *legionnaire* of the same legion.

February 16, 1799.

Le Comte Dordelin, a commandant in the Legion of Honour, prefet du 3me. arrondissement maritime.

April 7, 1799.

1. Le Comte Durand Linois, a commandant in the Legion of Honour.

November 28.

2. Dumenoir le Pelley, commandant in the Legion of Honour.

July 23, 1802.

Le Comte Emeriau, commandant in the Legion of Honour.

March 1, 1805.

1. Willaumez, an officier in the Legion of Honour.

2. Gourdon, the same.

May 29, 1806.

Le Baron Cosmao Kerjulien, an officier in the Legion of Honour.

January 6, 1807.

1. Jean Marthe-Adrien, Baron l'Hermite, an officier in the Legion of Honour.

February 16.

2. Lemmers.

3. Verdooren, chef militaire, at Amsterdam.

4. Ruiskes.



March 31, 1808.

1. Le Baron Baudin, legionnaire in the Legion of Honour,

July 8.

2. Ruysch.

November 23, 1809.

Pierre Louis L'Hermite.

[To be continued.]

\*\*\* We wish that such of our readers who have been on the continent, and are in possession of some biographical anecdotes of these officers, would do us the favour of communicating them; and also any lists of the French ships; that we may be enabled to make our account of the French navy as complete as possible.

## Marine Law.

### AMERICAN COURT OF INQUIRY.

(From the Columbian.)

**T**HE Court of inquiry on the conduct of Commodore Rodgers, in the action between the President and Little Belt, has now closed the testimony in the case.

This Court consists of—

Commodore Stephen Decatur, President,  
 Captain Charles Stewart,  
 Captain Isaac Chauncey—and  
 William Paulding, jun. Esq. Judge-Advocate.

Of the evidence furnished to this Court, on the oaths of the several witnesses examined, we present a brief outline, in the order it was adduced; and leave the public, in a case where doubt is impossible, and conviction irresistible, to make its own comments. Whenever the proper leave is obtained, the proceedings, in their official shape and extent, shall be given to our readers.

The first witness examined, was—

Charles Ludlow, master-commandant and acting-captain of the President. He was on board the ship at the time of the action with the Little Belt, on the night of the 16th of May last. The Little Belt had her top-sails a-back. From his position he was uncertain which fired the first gun, but the second was from the President; and was instantly followed by three cannon and musketry from the Belt. Commodore Rodgers ordered to fire low and with two round shot. After a short pause the Belt recommenced firing, as did the President. The Belt soon appeared ungovernable, and lay bow on towards the President, when Commodore R. observed that some accident must have happened to her, and ceased firing. Her gaff was down, and her main-top-sail-yard on the cap; and mizen, too, he thinks. The action continued fourteen or fifteen minutes, including the interval. There was nothing but round and grape-shot fired, or on deck, on board the President. The ship was not on fire, or any part of her, and did not sheer off after the action. Another broadside would probably have sank the

**Little Belt.** Did not know or believe any part of the commodore's official account was untrue or incorrect.

**John Orde Creighton, first-lieutenant.**—Was stationed at the 4th division of guns, on the upper-deck. Commodore Rodgers hailed first, then a second time, when a shot was fired, as he believes, from the Little Belt, no gun having been fired or provocation given on board the President. The orders of Commodore R. were to keep the guns at half-cock, and guard against accidents. After receiving the Little Belt's broadside, was ordered to fire. The Belt was silenced in five minutes, and the President ceased. The Belt renewed the fire, and Commodore R. returned it, and silenced the Belt again in five minutes. Boarded the Little Belt, the next morning; Commodore Rodgers sent a friendly message, expressing regret for the occurrence, and offers of assistance. Captain Bingham said he took the President for a Frenchman. President was not on fire, and did not sheer off. Nothing but round and grape was fired, or on deck. Another broadside would probably have sunk the Belt. Commodore's account confirmed.

**Henry Caldwell, commandant of marines.**—Heard the hailing; was looking at the Little Belt, and saw the first shot proceed from her: on which Commodore Rodgers said, "What is that?" and he answered, "she has fired into us." Orders were then given to fire. Belt silenced in five minutes. Commodore R. was anxious to stop his fire, and did so. The Belt renewed the action, and in six or seven minutes was silenced again, when Commodore R. was anxious to prevent mischief, and stopt his fire. No fire or sheering off. Commodore's account confirmed.

**Raymond H. Y. Perry, junior-lieutenant and signal-officer.**—Was on the quarter-deck, near Commodore Rodgers's elbow. The Commodore hailed; got no reply—hailed a second time, and got none. Heard a gun, and was looking at the Belt, which fired it, previous to any gun or provocation from the President. The Belt was silenced in five minutes, and orders were sent to every division of guns on board the President to cease. The Belt renewed the fire and the President also. In six minutes the Belt was silenced again, and the Commodore was very anxious to stop the firing on board the President. No fire or sheering off. The Belt was in a very dangerous situation, and would, probably, have been sunk by another broadside. Heard hailing from the Belt, and understood they said their colours were down; and so reported. Commodore Rodgers hailed, "Have you struck your colours?" and was answered, "I have, and am in great distress." Lights were on board the President during the night. Commodore Rodgers's statement confirmed.

**Andrew L. B. Madison, lieutenant of marines.**—Was on the gangway. Heard the Commodore hail first, then wait fifteen or eighteen seconds, time enough for a reply, but got none, and hailed again; when the Belt fired a gun from her gangway. Saw the flash, and heard the report; no gun or provocation had been offered by Commodore Rodgers. In six seconds a gun was fired from the President, when instantly the Belt fired three guns, and then her broadside and musketry. Belt silenced in six or seven minutes. Firing stopped in the President. In two or three minutes Belt renewed the action, and in four or five minutes was again silenced, when Commodore Rodgers ordered his fire to cease, and appeared anxious to prevent damage. No firing or sheering off of the President. Commodore's report confirmed.

Captain Caldwell confirmed the account of the first and second guns and broadside, as given by the other witnesses.

**Jacob Mull, sailing-master.**—Was on the quarter-deck: Commodore Rodgers hailed, and got no answer, but "halloo." After sufficient time hailed again, and got no reply, but a shot, without provocation. In three or four seconds returned the shot, and got a general fire from the Little Belt. Thought the Belt a heavy frigate until next day. Action continued fourteen or fifteen minutes, including three or four minutes interval. Little Belt could have fired again, but President could have sunk her. Commodore's official account is true.

**Lieutenant Creighton** thought the Little Belt a frigate (excepting her feeble defence) until next day. Captain Bingham told him the President's colours were not hoisted, but he recollected the pendant. It is the usage, as before-stated by another witness, for the President to be prepared for action on coming alongside an armed vessel. Thought the Little Belt displayed bad management or want of conduct in her defence.

**Joseph Smith, midshipman, acting as master's-mate.**—Commanded the 4th division of guns. Heard Commodore R. hail, and no reply for five seconds. Heard second hail, and was looking at the Little Belt when the first gun was fired by her, before a shot or any provocation was given from the President. The Commodore fired one gun, then the Little Belt three, and action continued. Thought the Little Belt a frigate. The duration of the action, and orders to cease, as before-stated. The last order to stop firing was received by three different officers.—Commodore R.'s statement confirmed.

**Henry Dennison, acting-chaplain.**—Was on the quarter-deck. Little Belt was 70 or 80 yards distant. Heard Commodore R. hail, and the reply, and the second hail—then a gun, he thinks from the Belt, as he felt no jar in the President, and no gun or provocation had been given by Commodore R. Account of Commodore R. confirmed.

**Michael Roberts, boatswain.**—Was on the forecastle, saw the flash and heard the gun from the Little Belt, before any shot or provocation had been given from the President. Had not seen the Commodore's account.

**Richard Carson, midshipman.**—Was on the forecastle and gang-ways. Commodore R. hailed, and was answered by repeating his words; second hail was answered by a shot. Was looking at the Belt, and saw and heard the gun, before any provocation from Commodore Rodgers. Gun from the President was followed by the Belt's broadside, as stated by others. Commodore's account confirmed.

**Matthew C. Perry, Silas Duncan, and John M'Clack, midshipmen,** gave their evidence to the same effect.

**Thomas Gamble, second lieutenant.**—Commanded the first division of guns. Commodore Rodgers hailed, "Ship, a hoy!" Was answered, "halloo." Asked "What ship is that?" received his own words repeated in reply. Hailed again, "What ship is that?" Then a gun from the Belt. Heard no gun or provocation from the President.—Swears no gun was fired from his division. Nothing but round and grape fired after the action commenced. Commodore's orders as before-stated; when firing ceased finally. Belt was in a favourable position for firing, but another broadside from the President probably would have sunk her. Saw no colours on the Belt, and took her for a frigate of 36 or 38 guns. No firing on board or sheering off by the President. Statement of Commodore Rodgers confirmed.

**John Neese, captain of the first gun.**—In the first division on the gun-deck, was looking at the little Belt, and saw and heard her first fire.

All the other Captains of the guns testified exactly the same as Neese.



Lieutenant Creighton testified farther, that when the *Belt* was silenced the second time, she luffed up towards the Commodore, instead of keeping away, as she should have done, to fire at the President, and would have done if her rudder had been free. Commodore R. expressed much humanity and anxiety to stop the firing. Lieutenant C. also testified to the offers of assistance from Commodore Rodgers to the *Little Belt* the next morning.

Here the examination closed, having, as we understand, embraced every deck officer, as well as captains of guns, now on board the President, who were present during the action. The hours when the chase and action took place, with the courses steered, and some technical sea terms, are omitted as unessential to the material objects of the inquiry.

## NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(October—November.)

### RETROSPECTIVE AND MISCELLANEOUS.

**E**XCEPTING the important intelligence, to be found in our *Letters en Service*, the past month has afforded but little historical matter, of a naval nature, to record.

On Saturday, the 16th of November, was launched, from Bernard and Roberts's yard, Deptford, a very beautiful ship, called the *Asia*, for the East India Company's service. She was built from the improved suggestions of George Millett, Esq. Director of the H. E. I. Company, and for many years a captain in that service, who attended the launch; as did Mr. Plowden, and several of the other Directors, and many captains and officers of that very respectable service. At a quarter before two she glided into her new element in the most majestic manner, amidst the acclamations of a numerous assemblage of spectators.

After the launch, a company of about 160 persons sat down to a very elegant cold collation, prepared at the City of London Tavern, by the owners, the House of Fairlie, Bonham, and Co. when many appropriate and patriotic toasts were given. Amongst others, Mr. Bonham, M. P. who was in the chair, in a neat and energetic manner, gave *Success to the Asia, and Health and long life to her commander, Captain Tremenhoe*, which was received by the company in a manner that must have been highly gratifying to that officer's feelings. Captain Tremenhoe returned the compliment in the following manner:—"Ladies and Gentlemen, I beg to return you my sincere thanks for the honour you have done me, and also for your good wishes. I shall have great pleasure in drinking your good healths in return, and may every happiness attend you all."

Amongst the number of highly respectable persons present, were the Lieutenant-governor of Greenwich Hospital, the Hon. Captain Seymour, the Hon. H. Seymour, the Hon. Horace Seymour, the Hon. Captain Waldegrave, and several officers of the army and navy. The company

broke up about 5 o'clock, much gratified with their handsome entertainment.

|                                        | <i>Ft.</i> | <i>In.</i> |
|----------------------------------------|------------|------------|
| Length between the Perpendiculars..... | 149        | 3          |
| Keel for Tonnage .....                 | 120        |            |
| Actual Keel .....                      | 136        |            |
| Extreme Breadth to a 4-inch Plank..... | 38         | 9          |
| Depth of Hold .....                    | 15         | 1          |
| Height of Wing Transom.....            | 24         |            |
| Extreme Length over all .....          | 163        | 6          |
| Length of Lower Deck .....             | 143        | 6          |
| Burthen in Tons.....                   | 958        | 41-94      |

### Letters on Service,

*Copied, verbatim, from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, OCTOBER 8, 1811.

**R**EAR-ADMIRAL FOLEY has transmitted to John Wilson Croker, Esq. a letter he had received from Captain Clark, of his Majesty's sloop *Rolla*, giving an account of his having, on the 6th instant, captured off Pecamp, l'Espoir, French lugger privateer, of 16 guns, and fifty men, which sailed the preceding evening from St. Vallery en Caux, without making any capture,

OCTOBER 12.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Sibly, of his Majesty's sloop *Swallow*, giving an account of his having, on the 26th of July last, captured, off the coast of Sicily, la Belle Genoise, French privateer, of two nine-pounders, and thirty-seven men.

Rear-admiral Foley has transmitted to John Wilson Croker, Esq. a letter from Captain Carteret, of H.M.S. the *Naiad*, giving an account of his having, on the 6th instant, captured off Treport, the French lugger privateer *Milan*, armed with sixteen guns, only two mounted, and fifty-two men, out that morning from Dieppe.

OCTOBER 15.

The Honourable Rear-admiral Legge has transmitted to John Wilson Croker, Esq. a letter from Lieutenant Westphall, acting commander of his Majesty's sloop *Columbine*, giving an account of the capture of two French privateers, on the 30th of last month, under the batteries at Chipiona, by the boats of the above sloop, under the directions of Lieutenant Green.

OCTOBER 26.

*Copy of a Letter from Captain Vansittart, of H.M.S. Fortunee, addressed to Vice-admiral Thornbrough, and transmitted by the latter to John Wilson Croker, Esq.*

SIR,

*H.M.S. Fortunee, at Sea, October 11, 1811.*

I have the honour to report to you, that H.M.S. under my command, and the *Saldanha* cruising in company, in the execution of your order of the 14th ult. at daylight this morning, the *Saldanha* at six or seven miles distance, bearing west by north, wind west, a strange ship was discovered south-west by south, distant seven or eight miles on the larboard tack,

which immediately tacked and made all sail from us; at three o'clock, the Saldanha closing first on the weather quarter of the chase, and his Majesty's ship under my command on the lee beam, the shot flying over her, she struck, and proves to be the famous privateer, le Vice-amiral Martin, which, by the superiority of her sailing, has so often escaped from his Majesty's ships, and has been so successful on her former cruises. I have the greater pleasure in communicating this capture, as both Captain Pakenham and myself feel assured, that from the style of her sailing, and the dexterity of her manœuvres, neither ship singly, though both were going eleven knots with royals set, would have succeeded in capturing her. She mounts eighteen guns, and one hundred and forty men, four days out from Bayonne, and had not taken any thing.

I have the honour to be, &c.

H. VANSITTART, Captain.

NOVEMBER 2.

Vice-admiral Otway has transmitted to John Wilson Croker, Esq. a letter from Captain Campbell, of H.M. Sloop the Plover, giving an account of his having, on the 23d of that month, captured off the Naze of Normandy, Le Petit Edouard French privateer cutter, of six guns and forty men, out three days from the Texel, without making any capture.

*Extract of a Letter from Captain Hawtayne, of H.M.S. Quebec, addressed to Vice-admiral Murray, and transmitted to John Wilson Croker, Esq.*

On the 30th ultimo, at noon, a French privateer was given chase to, and captured off the Flemish Banks; l'Olympia, of ten eighteen-pounders, and seventy-eight men: from Dunkirk the night before.

NOVEMBER 5.

*Copy of a Letter from the Honourable Rear-admiral Legge, to John Wilson Croker, Esq. dated on board H.M.S. Revenge, in Cadiz Bay, October 21, 1811.*

SIR,

I take the advantage of the Cambrian calling off this port with a convoy, to acquaint you, for their lordships' information, that, in consequence of the Spanish General Ballasteros being pressed by a superior force of the enemy in the vicinity of San Roque, application was made to Major-general Cooke from the Spanish government here to co-operate with them, in making a diversion in his favour, by landing a British force at Tarrifa; Major-general Cooke having communicated the same to me, I directed the Stately, with the Columbine and Tuscan, to perform that service, and they sailed from hence with eight companies of the 47th, the like number of the 87th, a detachment of seventy rank and file of the 95th regiment, and four pieces of light artillery, with the officers, gunners, and horses attached to them, in transports, under the command of Colonel Skerriatt, on the 11th instant; since which the wind has blown constantly so strong from the eastward, that the Spanish part of the expedition have not been able to move; but I had the satisfaction to receive yesterday a letter, of which the enclosed is a copy, from Captain Dickson, of H.M.S. Stately.

I have not written so fully as I should have done, not wishing to delay the Cambrian, as she has French prisoners under convoy, and they are short of water.

I have the honour to be, &c.

A. K. LEGGE.

H.M.S. Stately, Tarrifa Bay,  
October 20, 1811.

SIR,

I have the honour to acquaint you, that the whole of the artillery and guns were landed on the 18th instant, and are now in the field; in short, every description of stores are on shore, and all is going on as well as possible. The day before yesterday, the enemy, about fifteen hundred



strong, made his appearance, and indicated a disposition to advance against Tarrifa by the pass of Lapina. The Tuscan, with the gun-boat No. 14, and the whole of the Stately's boats, under the command of the First Lieutenant Davis, took up their anchorage close to the beach, and from a smart firing kept up during the night, the enemy was not able to pass. Next morning, after some manœuvring, they marched back, and we have not seen them since. This morning, Colonel Skerriitt, with all the troops, is marching after them. The easterly gale still blows hard, but hitherto we have all rode it out very well; and I have great pleasure in reporting to you, Sir, that the exertions of Captains Shepheard and Jones, also Lieutenant Davis, of the Stately, with petty officers and seamen, in landing the stores and guns, meet my warmest acknowledgments.

I have the honour to be, &c.

G. S. DICKSON, Captain.

To the Honourable A. K. Legge, Rear-admiral, &c.

*Extract of a Letter from Commodore Penrose to John Wilson Croker, Esq. dated on board H.M.S. San Juan, at Gibraltar, October 20, 1811.*

I have little to add for their lordships' information since my last letter by the Woolwich.

The French greatest force has been ten thousand, under General Godinot, drawn from a great variety of places, and only three small howitzers.

A British force of one thousand infantry, and a detachment of artillery, has arrived at Tarrifa, but a strong reinforcement of Spanish troops has been prevented from getting up to that place by the fresh easterly gales, which prevent any attempt being made to drive the enemy from his position.

The inhabitants of San Roque are all under the protection of the guns of the garrison, and those of Algeziras are retired to the island and shipping.

A Detachment of British troops garrison that island; a few dragoons have entered the town, but retired again directly.

I have now four gun boats guarding the shore of the bay, and they prove of the greatest use in keeping the enemy from the coast.

*Copy of a Letter from Captain Acklom, of H.M. Sloop, the Ranger, addressed to Rear-admiral Reynolds, and transmitted by Vice-admiral Sir James Saumarez, K.B. to John Wilson Croker, Esq.*

H.M. Sloop Ranger, off Rose-Head, October 17, 1811.

SIR,

I have the pleasure to inform you, that on the morning of the 14th instant, I drove on shore and burnt under Rose Head, the French privateer lugger the Hirondelle, having six guns and thirty-six men, belonging to Stralsund, but last from Dantzic; and this afternoon I captured, after a short chase, the French privateer-schooner, Le Grand Diable, of four guns and twenty-five men, out two days from Dantzic, neither of which had made any captures.

I am, &c,

GEORGE ACKLOM.

NOVEMBER 9.

Rear-admiral Foley has transmitted to John Wilson Croker, Esq. a letter from Captain Carteret, of H.M.S. the Naiad, stating his having, on the 6th instant, captured the Requin French lugger-privateer, of Boulogne, having on board fifty-eight men, and nominally armed with sixteen guns, but only two of them mounted, the rest being in the hold.

*Extract of a Letter from Captain Sir George R. Collier, Bart. of H.M.S. the Surveillante, addressed to Admiral Sir Charles Cotton, Bart. transmitted by the latter to John Wilson Croker, Esq.*

*H.M.S. Surveillante, at anchor in Bermeo Roads, Oct. 20, 1811.*

SIR,

I proceeded off Anchove on the 18th instant, where I was joined by two hundred guerillas, under the command of their chief, Pastor, by whose exertion, in conjunction with my pilot, Ignacio de Ybarrarau, a sufficient number of fishing-boats were impressed to receive an equal number of guerillas, I had previously embarked from the coast.

Soon afterwards the Iris joined to leeward, when the whole party, accompanied by the marines of the two frigates (under the command of Lieutenant Cupples) pushed off for the River Mundaca, where a landing was effected about two miles from Bermeo, the object of our attack.

The French guard, stationed in the town of Mundaca, evacuated it immediately.

The frigates advancing with a light breeze towards the town of Bermeo, while the party which had landed appeared in the hills turning the enemy's right, gave him but little time to hesitate; and Monsieur Dedier, the commandant, took the short, though rugged road, over the mountains for Bilboa.

The next morning at day-break, Mr. Kingdom, master's-mate, was despatched to blow up the guard-house, and destroy the signal-station on the heights of Machichaco, which service he executed perfectly.

In the course of the day every thing that could be ascertained to be public property belonging to the French, was either brought off or destroyed; the guard-house, store-house, and stabling on the hill blown up and burnt; and its battery, consisting of four eighteen-pounders, destroyed, and the guns broken, the gunpowder given to Pastor, and shot thrown into the sea. Two other small batteries, commanding the high-road and mole-head, sharing the same fate.

The utmost possible annoyance having been given to the enemy, and all the vessels brought out from the mole, the marines and guerillas were re-embarked; and this morning I despatched the latter, under protection of the Iris, to land at a spot agreed upon with Pastor, remaining here myself until I have adjusted the claims of several Spaniards respecting their vessels.

I have the satisfaction to state, that yesterday a small division of 50 men, despatched from Bilboa to succour the garrison, approached the town, and were met by the advanced guerilla guard, of trifling numerical superiority, and immediately put to flight; some few of the enemy were killed, though only one prisoner was brought in, who owes his life to his having fallen into the hands of a guerilla recruit.

I have only to add, that the most perfect cordiality prevailed among our men and the Spaniards; that no loss whatever was sustained by us; and that the steady conduct of Lieutenant Cupples, the Officers, and royal marines, would have decided the business of the day, had the enemy given them the meeting; and I feel considerable obligation to my First Lieutenant O'Reilly, and the officers and crews of both ships.

I have the honour to be, &c.

GEORGE R. COLLIER, Captain.

NOVEMBER 16.

*Copies of two Letters from Commodore Penrose to John Wilson Croker, Esq. dated at Gibraltar the 22d and 25th of last month.*

SIR,

*San Juan, Gibraltar, Oct. 22, 1811.*

I request you to inform their lordships, that yesterday morning the French army quitted St. Roque about half-past seven, the advance having left Los Barrios about three,

They took the road towards Ximenes; and the last intelligence was, that the advance of General Ballasteros' cavalry were keeping sight of their rear. I take the opportunity of the Scout (without delaying her) to give you this information. I have the honour to be, &c.

C. V. PENROSE.

SIR,

San Juan, Gibraltar, Oct. 25, 1811.

The Scout being put back, owing to the westerly winds, and carrying away her main boom in a squall, I take the opportunity of inclosing a further return of arrivals and sailings, and state of ships in the Bay, and to request you to inform their Lordships that the French army, which lately appeared here, is again divided to the several parts from whence it was assembled, after General Ballasteros, who followed the enemy with great judgment and gallantry, had gained a considerable advantage over their rear-guard, on the 22d, taking several prisoners and some baggage.

It appears that the French, uneasy at the active zeal of Ballasteros, and at our works on the island of Tarriffa, assembled their force in the hopes to crush him before his preparations were advanced, and also to seize Tarriffa before we were prepared for resistance; and that want of wine and grain, owing, perhaps, to the haste of assembling, obliged them to retreat.

I have the honour to be, &c.

C. V. PENROSE.

Copies of two Letters, and their Inclosures, from Captain Schomberg, of his Majesty's Ship the *Astræa*, addressed to Captain Beaver, of the *Nisus*, Senior Officer at the Isle of France, and transmitted, by the latter, to John Wilson Croker, Esq.

His Majesty's ship *Astræa*, off Foul Point, Madagascar, May 21, 1811.

SIR,

I had the honour of communicating to you, from off Round Island, my determination to quit that station, in order to follow the three enemy's frigates with troops on board, which had appeared off Mauritius on the 7th instant, and also my reasons for supposing they would push for a near point, perhaps Tamatave.

I have now the satisfaction to report to you, that the enemy were discovered on the morning of the 20th instant, far to windward, and well in with the land, near Foul Point, Madagascar. The signal to chase was promptly obeyed by his Majesty's ships *Phœbe*, *Galatea*, and *Racehorse* sloop. The weather was most vexatiously variable during the whole of the day, which, combined with the efforts of the enemy to keep to windward, rendered it impossible to close them until nearly four o'clock, when the *Astræa* being about a mile a-head and to windward, they wore together, kept away, and evinced a disposition to bring us to action. The enemy then commenced firing; I regret to say, at a long range, which soon so effectually produced a calm to leeward, as to render our squadron unmanageable for three hours. No exertion was omitted to bring his Majesty's ships into close action, during this very critical and trying period; but all was ineffectual. The enemy's rear frigate neared the *Astræa* a little, who lay on the water, almost immoveable; only occasionally bringing guns to bear, while his van and centre ship, preserving a light air, succeeded in rounding the quarter of the *Phœbe* and *Galatea*, raking them, with considerable effect, for a long time.

At this, his favourite distance, the enemy remained until nearly dark, when a light air enabled the *Phœbe* to close the near frigate, in a good position to bring her to a decisive action. In half an hour she was beaten. Her night signals drew the other two frigates to her assistance; the *Phœbe* was, in consequence, obliged to follow the *Galatea*, which ship brought up the breeze to me. At this time I was hailed by Captain Losack, who informed me, that the *Galatea* had suffered very considerably, and, as she was passing under my lee, I had the mortification to see her mizen, and, soon after, her foretop-masts fall. Having shot a-head, she made the night signal of distress, and being in want of immediate assistance, I closed to ascertain the cause, when I was again hailed by Captain Losack, and informed, that the *Galatea* was so totally disabled as to prevent her head being put towards the enemy to renew the action, as I before had directed.



My determination was immediately communicated to Captain Hillyar to recommence action, when the *Phœbe* was in a state to support me. She was promptly reported ready, although much disabled. The *Astræa* then wore, and led towards the enemy, followed by the *Racehorse* and *Phœbe*; the conduct of which ship, as a British man of war, did honour to all on board. The enemy was soon discovered a little a-head, and his leading ship, the *Commodore*, was brought to close action by the *Astræa*. In twenty-five minutes she struck, and made the signal to that effect, having previously attempted to lay us athwart hawse, under a heavy fire of grape and musquetry from all parts of the ship. Another frigate, on closing, struck, and made the signal also: but, on a shot being fired at her, from her late *Commodore*, she was observed trying to escape. Chase was instantly given, and continued till two o'clock in the morning, with all the sail both ships were enabled, from their disabled state, to carry; when I judged it advisable, as she gained on us, to wear for the purpose of covering the captured ship, and forming a junction (if possible) with the *Galatea*. At this moment, the *Phœbe's* foretop-masts fell: sight of the *Galatea* or captured ship was not regained until day-light, when, to the credit of Lieutenants Rogers (second of the *Astræa*) and Drury (R. M.), who, with five men, were all that could be put on board the latter in a sinking boat, she was observed making an effort to join us, a perfect wreck.

The captured frigate proves to be *la Renommée*, of the first class (as are the other two), of forty-four guns, and four hundred and seventy men (two hundred of whom were picked troops), commanded by Capitaine de Vaisseau (with *Commodore's* rank) Roquebert, Officier de la Legion d'Honneur, who fell when gallantly fighting his ship. The senior officer of the troops, Colonel Barrois, Membre de la Legion d'Honneur, is dangerously wounded. The ship that struck and escaped, was *la Clorinde*; the one disabled by the *Phœbe*, *la Nereide*, having each two hundred troops on board, besides their crews.

This squadron escaped from Brest on the night of the 2d February, and was destined to reinforce Mauritius, having arms and various other warlike stores on board.

I beg to apologize for so lengthened a detail; but few actions have been fought under such a variety of peculiarly trying and vexatious difficulties. I am, however, called upon by my feelings, and a sense of my duty, to bear testimony to the meritorious conduct of the officers and ships' companies of his Majesty's ships *Phœbe* and *Astræa*. To the discipline of the former I attribute much; but as Captain Hillyar's merit as an officer is so generally, and, by you, so particularly appreciated, it is needless for me to comment on it, further than to observe, that the separation of the *Galatea* was amply compensated by the exertion manifested in the conduct of the ship he had the honour to command.

To the officers, seamen, and marines of the *Astræa*, I am for ever indebted; their cool and steady conduct, when in close action with the enemy, and on fire in several places from his wadding, merits my admiration (particularly having been so recently formed). A difference in the personal exertion of each officer was not distinguishable; but I cannot allow the efforts and judgment of Lieutenant John Baldwin, first of this ship, to pass without particular encomium; I received the greatest assistance from him, and also from Mr. Nellson, the Master.

The moment the *Phœbe* and *Astræa* are in a state to get to windward, the prisoners exchanged, and *la Renommée* rendered sea-worthy, I shall proceed off Tamatave for further information, as I have reason to think it in possession of the enemy.

I have the honour to transmit returns of the killed and wounded on board his Majesty's ships. The loss on board *la Renommée* is excessive—one hundred and forty-five killed and wounded. *Galatea* having parted company, no return.

I have the honour to be, &c.

C. M. SCHOMBERG, Capt.

Captain Beaver, his Majesty's Ship  
*Nisus*, Senior Officer at the Isle  
of France.

*List of Killed and Wounded on board his Majesty's Ship Astræa, in Action with the Enemy on the 20th Day of May, 1811, off Madagascar.*

*Killed*—John Williams (1), seaman; Richard Wharton, ditto.

*Wounded*—Louis Cante, marine (very dangerously); Thomas Henley, ditto; Michael Dunn, ditto; George Lee, quarter-master; George Snook, caulker; George Cutshert, seaman (very dangerously); Stephen Brown, ditto; John Wright, captain of the fore-castle; Thomas Reit, ditto; William Wilcox, seaman; Garret Burne, ditto; Thomas Cordall, ditto; Jacob Debar, ditto; William Allen, ditto; Joseph Trotter, boy; John Baldwin, first lieutenant.

2 seamen killed; 1 lieutenant, 11 seamen, 3 marines, 1 boy, wounded.

Total killed and wounded—18.

C. M. SCHOMBERG, Capt.

*List of the Killed and Wounded on board his Majesty's Ship Phæbe, in Action with the Enemy on the 20th Day of May, 1811, off Madagascar.*

*Killed*.—James M'Mullen, armourer; John Wright, gunner's mate; Thomas Guest, sail-maker's mate; James Weir, able seaman; Peter Lockwood, ordinary seaman; Thomas Smith, landman.

*Severely Wounded*.—Mr. John Wilkey, midshipman; George Scargill, boatswain's-mate; John Lee, able seaman; John Dixon, ditto; John Roberts, ditto; Henry Quittenburne, ordinary seaman; Alexis Bernette, landman; John Gillon, ditto; William James, supernumerary; Peter Swift, ditto; William Knight, ditto (since dead).

*Slightly Wounded*.—John Earl, yeoman of the sheets; John Thomas, ditto; John Smith, able seaman; David M'Lachlan, ditto; John Hodskins, ordinary seaman; Matthew Scott, ditto; Henry Carnell, ditto; James Mellbone, landman; Richard Hughes (2), ditto; Duncan Davidson, ditto; William Ryborne, boy 2d class; John Roberts, ditto; Edward Owens, marine; Charles Lamps, ditto.

7 seamen killed; 1 midshipman, 21 seamen, 2 marines, wounded.

Total killed and wounded—31.

JAMES HILLYAR, Capt.

*List of Killed and Wounded on board his Majesty's Ship Galatea, Woodley Lasack, Esq. Captain, in Action with the French Squadron off the Isle of Madagascar, on the 20th May, 1811.*

*Killed*.—John Carroll, landman; John Roberts, able seaman; John M'Carthy, landman; James Varley, armourer; John Hendrickson, ordinary seaman; William Smith (3), carpenter's mate; James Lyons, able seaman; John Black, captain of the fore-castle; Hugh Peregrine, first lieutenant of marines; Francis Shore, private marine; William Terry, ditto; David Gough, ditto; James Murphy, ditto; ———— Valente, ditto.

*Severely Wounded*.—John James, landman (since dead); Frederick Webber, ordinary seaman; William Faulkner, ditto; George Williamson, ditto; Patrick Griffiths, ———— landman (since dead); John Fleet, able seaman; John Lewis (2), ordinary seaman; Domingo Joze, ditto; James Atherton, ditto; Jacob Albert, captain of the mast; John Smith, ditto; John Scott, able seaman; Anthony Emanuel, ditto; George Hogg, quarter-master; Henry Lewis, second lieutenant of marines; Abraham Scott, private marine; William Oatley, ditto; Patrick Ferress, ditto; Hendrick Melandy, ditto; James Reynolds, ditto.

*Slightly Wounded*.—Thomas Bevis, first lieutenant; Henry Williams, midshipman; Alexander Henning, ditto; Peter Simmons, landman; Anthony Francisco, ordinary seaman; John Marks, landman; John W. Perry, able seaman; Joseph Bailey, ditto; Leonard Crowdes, landman; Richard Hart, ordinary seaman; David Clarkson, quarter-gunner; William Fall, ordinary seaman; William Kent, carpenter's crew; Edward Saxby, able seaman; William Cummine, ditto; Patrick Christopher, yeoman of the sheets; Charles M'Beith, able seaman; Daniel Luker, ditto; Richard Blackwell, ditto; Tho-

mas Sell, private marine; Richard Ashton, ditto; Brian Rooney, ditto; John Williams, ditto; George Nicholl, supernumerary belonging to the *Illustrious*; Israel Harvey, boy; John Olden, ditto; Charles Williams, ditto. —16 killed—45 wounded. —Total killed and wounded, 61.

WOODLEY LOSACK, Capt.

N.B. Transmitted by Captain Beaver, of the *Nisus*.

*His Majesty's ship Astræa, at anchor, Tamatave,  
Madagascar, May 28, 1811.*

SIR,

In my letter of the 20th instant, detailing the action between his Majesty's ships under my orders and those of the enemy. I had the honour to inform you, that it was my intention to reconnoitre this port, as I had received information that the enemy had landed and surprised the garrison on his first arrival on the coast.

The state of his Majesty's ships *Astræa* and *Phœbe* did not admit of their beating up quickly against the currents and very variable winds; the *Racehorse* sloop was, therefore, despatched in advance, to summon the garrison of Tamatave to immediately surrender.

On the evening of the 24th instant, Captain De Rippe rejoined me, reporting his having seen a large frigate anchored in that port: a strong gale prevented his Majesty's ships from getting in sight of her until the afternoon of the 25th instant; when every thing being ready to force the anchorage, I stood in, and observed an enemy's frigate, placed in a most judicious position within the reefs of the port, for the purpose of enfilading the narrow passage between them, supported by a strong fort in her van, within half musket-shot, full of troops; there were also new works in forwardness, to flank the anchorage.

Not having any body of local knowledge in either of his Majesty's ships, and it being almost impracticable to sound the passage between the reefs, which was intricate, and completely exposed to the whole concentrated fire of the enemy within grape distance, I judged it expedient, under existing circumstances (both ships being full of prisoners, and having a proportion of men absent in *la Renommée*, besides sick and wounded), to defer, until necessary, risking his Majesty's ships.

I, therefore, summoned the garrison and frigate to immediately surrender; when, after the usual intercourse of flag of truce, I have the honour to inform you, that the fort of Tamatave, its dependencies, the frigate and vessels in the port, together with the late garrison (a detachment of the 22d regiment), were surrendered to, and taken possession of by, his Majesty's ships under my orders.

I was induced to grant the terms (a copy of which, together with the summons, and answer thereto, I have the honour to inclose), in order to prevent the destruction of the fort of Tamatave, the frigate, and vessels—a measure they intended to adopt.

The enemy's frigate proves to be *la Nereide* (one of the finest, only two years old), of forty-four guns, and four hundred and seventy men (two hundred of whom are choice troops), commanded by Capitaine le Maresquier, Membre de la Légion d'Honneur, who fell in the action of the 20th instant, in which she suffered very considerably, having had one hundred and thirty men killed and wounded. She was much engaged by the *Phœbe*.

The crew of *la Nereide*, together with the French garrison of Tamatave, I intend sending to the Mauritius as soon as possible, fifty excepted, who are too severely wounded to survive removal.

The whole detachment of his Majesty's 22d regiment retaken, being ill of the endemic fever of this country, I mean to embark on board the *Nereide*, so soon as she is in a state to receive them; when, after having dismantled the fort, and embarked the guns, &c. I shall proceed with her, under convoy, to the Mauritius, in company with the *Phœbe*.

I have the honour to be, &c.

Captain Beaver, his Majesty's Ship  
*Nisus*, Senior Officer at the Isle  
of France.

C. M. SCHOMBERG, Captain.



SIR,

*His Britannic Majesty's ship Astræa,  
off Tamatave, 25th May, 1811.*

La Nereide has been defended in a brave manner; la Renommée and Clo-rinde have struck after a brave defence, in which Captain Roquebert fell and Major Barrois was severely wounded: I therefore call upon you, for the sake of humanity, to surrender immediately to his Britannic Majesty's ships under my orders.

Nothing can justify an unnecessary effusion of blood: I hope, in consequence, to have an immediate answer.

I have the honour to be, &c.

*To the Officer commanding the  
French Frigate Nereide.*

C. M. SCHOMBERG, Captain.

(TRANSLATION.)

*On board his Imperial Majesty's Frigate Nereide,  
Tamatave, 25th May, 1811.*

SIR,

I am, as well as yourself, able to estimate the situation in which I am placed. It is flattering to me to have deserved your praises, by my defence of the ship which his Imperial Majesty has been pleased to intrust to my charge. I shall endeavour to preserve her for his service; or, if I am compelled to yield, not to do so ingloriously. I am sensible of the weight of the proposals you are pleased to make to me; but I must observe to you, sir, that it would be dishonourable for me to accept them. I should also be desirous to save the effusion of blood, but my duty as an officer precedes my duty as a man. The following, sir, are, therefore, the only and unalterable conditions I can accede to:—I desire that my staff, my ship's company, and the troops, shall have the certain assurance of returning to their own country, without being made prisoners of war. The wounded shall remain at Tamatave, to be there taken care of by a French surgeon. The fort and the frigate shall, upon these terms, be delivered up to you; they are the only terms I can accept; I trust you will feel how painful it is to me to propose them; and if you are really governed by the dictates of humanity, you will also feel that any other would be dishonourable.

Whatever may be your intentions, sir, be assured that my conduct, whether as an officer or as a man, will always have for its object to command your esteem.

With the assurance of my high consideration, sir, &c.,

*To the Commander of the English Squadron.*

PONEY.

ARTICLES of CAPITULATION entered into between Charles Marsh Schomberg, Esq. Captain of his Britannic Majesty's Ship Astræa, &c. and Monsieur Poney, Lieutenant de Vaisseau, Chevalier de la Legion d'Honneur, and Capitaine Commandant of the French Frigate Nereide, at Tamatave, 26th May, 1811.

Article I. The Nereide frigate, together with all the vessels and property at Tamatave, the fort, &c. of the said place, shall be surrendered without injury to his Britannic Majesty's ships under my command.

Art. II. The officers, crews, and troops, now actually at Tamatave or on board the Nereide, shall be sent, as soon as possible, to the Mauritius, and from thence be conveyed to France without being considered as prisoners of war: the officers and petty officers only shall keep their swords.

Art. III. The wounded shall remain at Tamatave under the care of a French surgeon, until they are recovered, when they shall be sent to France by the first opportunity.

C. M. SCHOMBERG,  
PONEY.

## Promotions and Appointments.

## Captains appointed.

October 9, Captain James Giles Vashon, of the *Thalia* frigate, senior post captain on the Jamaica station, hoisted his broad pendant as commodore; the command of the squadron having devolved on him, by the demise of Admiral Rowley.

Captains:—George Byng, to the *Warrior*; W. R. Smith, to the *Orestes*; George Burdett, to the *Maidstone*; John Joyce, to the *Mauilla*; William Mouncey, to the *Furieuse*; Thomas Baker, to the *Cumberland*; William Hoste, to the *Bacchante*; Charles Austen, to the *Namur*; C. Jones, to the *Boyne*; John Purvis, to the *Ganymede*; H. Whitby, to the *Belle Poule*; C. Milward, to the *Mercury*; Charles Grant, to the *St. Alban's*; Samuel Deckar, to the *Vestal*; ——— Douglas, to the *Thalia* (*pro tempore*); Richard Pellowe, to be agent at Mill Rison, Plymouth; ——— Rabilliard, to the *Podargus*; ——— Tancock, to *Le Griffon*.

## Lieutenants, &amp;c. appointed.

—— Prickett, to the *Warrior*; ——— Glennie, William Baker, and Henry Sheridan, to the *Royal George*; ——— Cyle, to the *Aboukir*; ——— Carneige, to the *Tigress G.B.*; Silas Hood, ——— Gosling, and Dennis O'Brien, to the *Bacchante*; John Hilton, to the *Ganymede*; James Edward Gordon, to the *Valiant*; Edward Medley, to the *Chanticleer*; William Roberts, Hugh McKinnon, G. C. Urmstone, and George Augustus Westphael, to the *Grampus*; Edward Elers, to the *Dryad*; ——— Patriack, to the signal station at Jersey; Edward F. Scott, to the *Berwick*; Robert S. Harvey, to the *Sabrina*; Joseph C. Woolnough, to the *Providence*; William Bennett, to the *Valiant*; Harry Wilson, to the *Defiance*; Charles Nicholson, to the *Egmont*; Thomas Ryan, Richard Thorold, and John Dawson, to the *Warrior*; Robert Kingstone, and J. Macnamara, to the *Imperieuse*; Thomas William Jones, to command the *Alpha* schooner; James Bayly and Cornelius Lascelles, to the *Trinculo*; M. K. Comyn, to the *Agincourt*; Robert Gill, Joseph Simmons, Edward Breer, Abraham Crawford, Hon. R. C. Spencer, and George F. Bridges, to the *Malta*; Robert Cock, to the *Mosquito*; Thomas Penberthy, and Samuel Malbon, to the *Latona*; Jos. Digby, to the *Armada*; Walter Croker, and William Lester, to the *Furieuse*; George Fardrew, to the *Derwent*; James Garland, to the *Conquestadore*; Thomas Skead, to the *Puissant*; Alexander Martin, to the *Nightingale*; William Matterfall, to the *Rota*; Thomas Bent, to the *Tonnant*; A. McMeekan, John M. Donnellan, and Matthew Liddon, to the *Maidstone*; Henry Rower, to the *Levan* cutter; Thomas Ferris, to the *Royal Oak*; E. Winton, to the *Tyrian*; Richard Streatfield, to the *Christian VIIth*; W. S. Fuller, to the *Malta*; James Burton, to the *Bedford*; George Dove, to the *Royal William*; John Sutherland, to the *Queen*; James Whitthorne, to the *Bermuda*; Thomas W. Carter, and James Stirling, to the *Arethusa*; Edward Handfield, to the *Phipps*; Thomas W. Carne, to the *Mercury*; R. P. Brereton, to the *Sophie*; Thomas Gill Jackson, to the *Derter*; James Lowry, and R. M. Jackson, to the *Cumberland*; J. U. Purches, to the *Leonidas*; Thomas John Ley, to the *Tyrian*; Frederick Lloyd, to the *Derwent*; R. P. Overton, to command the *Sylvia*; T. Sibbald, and P. Dumaresque, to the *Hawke*; R. Patty, to the *Regulus*; W. Grint, to the *Zenobia*; Henry Bowed, to command the *Swan*.

Lieutenant Gedge, of the Locust G.B. has been promoted to be a commander, for his late gallant attack on the enemy's flotilla off Boulogne.

Nicholas Pateshall, to the rank of commander, in the Shark receiving ship, at Jamaica; Richard Williams, to command le Decouverte; ——— (first lieutenant of the Thalia), to command the Reindeer; M. Bennet, J. Bendysh, J. Evans, J. A. Emery, W. B. Hawkshawe, R. Johnstone, and G. Parkyns,—to the rank of lieutenants.

Mr. Henry Dundas Perrot is restored to his rank as lieutenant of the royal navy.

*Pursers*.—A. Murray, to the Malta; ——— Rudhall, to the Myrtle; ——— Street, to the Cumberland; ——— Hatton, to the Superb.

*Secretaries*.—The Rev. D. Evans, to Admiral Laugarne; Mr. S. Dixon, to Admiral Hallowell.

October 31, Messrs. Smith, Holmes, Gruzelier, Kay, Davison, Stevens, Guyer, and Collins, were entered in his Majesty's dock-yard at Portsmouth, to be permanent clerks in the master-measurer's office, lately established by the Navy Board.

#### Masters appointed.

William Carr, to the Zephyr; John Mills, to the Beaver; William Fothergill, to the Edinburgh; Richard Nixon, to the Hannibal; J. Cleriny, to the Goshawk; Alexander Meldrum, to the Maidstone; Henry Cock, to the Princess Caroline; William M'Kellar, to the Warrior; Thomas Daley, to the Pijen; T. Fotheringham, to the Tremendous; Charles Clayton, to the Bellerophon; John Burrell, to the Kangaroo; Thomas Prescio, to the Strombolo; John Kitchener, to the Ajax; William Sidney, to the Cephalus; J. R. Spencer, to the Berwick; D. Robinson, to the Leopard; William Rogers, to the Mercury; F. Westlake, to the Furieuse; Thomas Harvey, to the Zenobia; J. E. Harfield, to the Barbadoes; W. B. Stevenson, to the Ganymede; George Sedley, master of the Channel Fleet; John Spurling, to the Malta; E. Spencer, to the Dryad; L. Fitzmaurice, to the Cleopatra; William M'Culloch, to the Nymphen; R. Medland, to the Bermuda; John Watson, to the Monarch; W. B. Wise, to the Drake.

#### A List of Midshipmen who have passed for Lieutenants in October and November.

##### OCTOBER.

*Sheerness*.—John Downey, Samuel Eborall, Thomas H. Holman, Jos. Gazeleg, James Quinton, Charles Bond, C. W. G. Griffin, Thomas Garnock.

*Portsmouth*.—Charles Simeon, J. R. Booth, James Stannus, J. W. Dyer, David Thompson, James Avery, Robert Thomas, J. R. Barnes, Edmund Miles, P. Shuttleworth, Charles Stone, J. R. Thomas.

*Plymouth*.—H. P. Taylor, George Home, John Sheppard, G. C. Smith, Lewis Peters.

##### NOVEMBER.

*Sheerness*.—George Dawes, Charles Blood, John Deane, William Hobson, Thomas Evans, Samuel Featherstone, William Rule, William Caswell, William Lane, O. Swan, Henry Murphy, Robert Duff, Samuel Costerton, Robert Edwards, F. Thompson, Matthew O'Hea, W. G. Thompson, Henry Foreman, J. W. Roberts.



*Portsmouth.*—Thomas Sparks, S. R. Walsh, Archibald Scott, Charles Lowry, W. A. Warre, Thomas Pennington, J. Greenway, M. Cosmahon, R. R. Franklin, Edward Perceval, Alexander Stewart, Charles Grisdale, A. G. Clugstone, E. L. Rich, J. C. Chesnaye.

*Plymouth.*—Robert Warren, Charles Coatsworth, Richard Keane, William Roberts, Charles Keith, William Holmes, Henry Reid.

#### Surgeons, &c. appointed.

J. W. Halleon, to the Subtile schooner, since removed to the Cygnet sloop; John Cochrane, to the Trinculo; Felix Delaney, to the Arethusa; John Anderson, to the Barbadoes; Alexander Morton, to the Regulus; Terence Clarke, to the Rolla; William Ure, to the Theban; John Lawson, to the Subtile schooner; John Gibbs, to the Malta; E. H. Seymour, to the Fantome; Thomas Prower, to the Alceste; Joseph Ollier, to the Melpomene; Alexander Telfer, to the Ganymede, since removed to the Leopard; John Gough, to the Diadem; Evan Evans, to the Furieuse; A. B. Grenville, to the Maidstone; Alexander M'Pherson, to the Bermuda; Robert Bateman, to the Kangaroo; Richard Goodwin, to the Trident; Robert Kirkwood, to the Oiseau; Morgan Williams, to the Prothée prison ship; T. B. Ffeely, to the Red pole; J. L. Doolan, to the Kite; Andrew Mannia, to the Britomart; William Rae, to the Fox; Felix Delaney, to the Ganymede; Hugh Charles, to the Mercury; John Duke, to the Pelorus; W. L. Kidd, to the Bacchante; Mark Cockburn, to the Arethusa.

William Warden, to be surgeon to the Grampus, and to be attached to the embassy about to proceed in that ship to South America.

#### Assistant-Surgeons, &c. appointed.

William Cowling, to the Fisguard; Owen Jones, to the Furiense; Thomas Hunter, to the Victory; W. E. Courtis, to the Salvador del Mundo; John Corsan, to ditto; James M'Allister, to the Curaçoa; Samuel Alexander, to the Marlborough; William Armstrong, to the Ajax; Patrick Grant, to the Malta; James Brown, to ditto; James Stuart, to the Cumberland; John Thompson, to be an hospital mate at Forton; James Cruickshanks, to the Marlborough; James Scott, to the Christian VII.; J. L. Penny, to the Hyæna; Laurence Lacey, to the Warrior.

Mr. William Streck, of Plymouth Dock-yard, is appointed master-painter of Deptford Dock-yard.

#### BIRTHS.

At Plymouth, the lady of Captain F. L. Wells, R.M. of a son.

At Portsea, Mrs. Dutton, wife of Lieutenant W. Dutton, of his Majesty's gun-brig Flamer, of a daughter.

Oct. 28, in Parliament-street, the lady of Captain Dunn, of the Armide, of a son.

Nov. 1, at Bath, the lady of Captain J. M. Gordon, R.N. of a son.

Nov. 8, at Yarmouth, the lady of Captain Farquhar, R.N. of a son.

Nov. 12, the lady of Captain Bathurst, of H.M.S. Fame, of a son.

Nov. 17, the lady of John Barrow, Esq. of the Admiralty, of a daughter.

#### MARRIAGES.

At Bath, T. N. Elwin, Esq. to Elizabeth, eldest daughter of S. Harvey, Esq. and niece of the late Vice-admiral Sir H. Harvey, K.B.

Oct. 16, at St. James's Church, the Right Hon. Lord Caledon, to Lady Caroline Yorke, daughter of the Earl of Hardwicke.

Oct. 19, William James Mingay, Esq. (an officer in H.M.'s navy) was re-married (by the Rev. H. C. Manning, of Thetford) to Cornelia Johannah Meurer, having been married to that lady two years ago in the East Indies.

### OBITUARY.

August 29, on his passage from Bengal, William Holland Kid, Esq. commander of the East India Company's ship, the City of London.

Sept. 8, Mr. Alexander Hay, midshipman of the Hotspur frigate, killed in action with the enemy.\* He was first cousin to the Earl of Kinnoull, and nephew of the Rev. Dr. Hay Drummond, rector of Hadleigh, Suffolk. He was wounded towards the latter end of the action (in the moment of speaking to Captain Percy) by a shot from a field-piece, which shattered his arm, back, and side, in so dreadful a manner, as to preclude all hope of recovery. He met his fate with a calmness and resolution unusual in so young a person, his last words being an inquiry as to the safety and success of the conflict, and a declaration of being contented and perfectly resigned to death in the arms of victory.

Sept. 24, Mr. Thompson, captain of the Captivity, convict prison-ship, in Portsmouth Harbour.

Oct. 7, at Jamaica, Admiral B. S. Rowley.—The following particulars, respecting the life, professional services, death, and funeral, of this officer, are copied from the Kingston *Royal Gazette*, of October 12, which has been obligingly forwarded to us, by its Editor, Mr. Alexander Aikman, jun.—

“It is with sincere regret that we announce, this week, the decease of Bartholomew Samuel Rowley, Esq. admiral of the blue, and commander-in-chief of his Majesty's squadron on this station; which melancholy event took place at the Pen on Monday evening, between nine and ten o'clock.—The Admiral had enjoyed uninterrupted good health from the period of his arrival in this climate, until about a fortnight previous to his dissolution, when he had a very severe attack of fever, which continued with such violence as at length to affect his mental faculties, and, notwithstanding every medical assistance was rendered him, all efforts to save his life proved unavailing.—His remains were interred in the Church-yard of this city on the following afternoon with every honour due to his rank. The procession set out from the Pen at about a quarter past five o'clock; at which time, on a signal being made to the flag-ship, the ships of war and forts commenced firing minute-guns, which continued until the body was interred. The carriages moved in the following order, viz.

Officers of the Polyphemus, two and two.

Surgeon of Naval Hospital.

Surgeon of the Polyphemus.

Mr. Adams.

Mr. Meek, late Admiral's Secretary.

Mr. Robertson.

Rev. John and Alexander Campbell.

Pall-Bearers.

Captain Hall, 55th regiment,

Captain Macneil, 18th regiment,

Captain Pateshall, R.N.

Captain Graves, R.N.

Lieutenant-colonel Smith, R.A.

Captain Cumby, R.N.

HEARSE, WITH THE BODY.

Chief Mourner.

His Excellency the Lieutenant-governor.

Mourners.

Commodore Vashon, Lieutenants Rowley and Godfrey.

Resident Commissioner of the Navy.

Paymaster-general.

The Chief Justice.

The Attorney-general.

The Speaker of the House of Assembly.

Members of the Privy Council, Members of the House of Assembly, Gentlemen of the Island, Naval and Military Officers, according to seniority, two and two.

"On reaching the top of King-street, the procession was met by a brigade of troops under the command of Colonel Douglas, of the 55th regiment, which, with a detachment of marines, with arms reversed, preceded the funeral until it arrived at the Parade. The company then leaving their carriages, and the body being taken out of the hearse by the late Admiral's bargemen, the procession passed along on foot to the church through a space lined by the troops and marines, the bands of the 18th and 54th regiments playing a dead march.

"The service was read in the most impressive manner by the Rev. John Campbell; and, on the body being committed to the grave, a discharge of 45 rounds, in three divisions, from the field-pieces of the corps of royal artillery, with intervening volleys of musketry, closed the ceremony.

"Admiral Rowley was the second son of the late Sir Joshua Rowley, Bart. vice-admiral of the white squadron, who married in the year 1759, and died on the 26th February, 1790. He was born in the year 1763; entered the service at a very early age; and, like his father and grandfather (Sir William Rowley, K.B. Admiral of the Fleet\*), obtained rapid promotion. He was made post into the Lowestoffe frigate, of 22 guns, on this station, on the 31st of January, 1781; a rear-admiral on the 14th of February, 1799; a vice-admiral on the 9th of November, 1805; and an admiral (of the blue) on the 31st July, 1810. In April, 1807, he had the chief command of the squadron employed in the Downs, in which he continued until February, 1808, when he was appointed to succeed the late Vice-admiral Dacres in the chief command on this station.

"This short sketch of Admiral Rowley's professional career, to which our limits confine us, cannot convey an adequate description of his zeal and ability in the service. On this station the general expression of public gratitude, in the numerous addresses to him from all quarters, has been greatly exceeded by the acknowledged obligations of every individual merchant and planter in this city and throughout the island, who have been concerned in its shipping and commerce.

"The good qualities of this worthy man and amiable companion assisted the deep interest which accompanied his public loss: we have scarcely ever seen a funeral, where so general a feeling of regret in all parties prevailed.—In the true mourners, who attended the bier, we could discover the various modifications of sorrow, as they appeared in the calm resignation of reverential respect, and in the manly tear of generous affection: and a congenial sympathy appeared visibly in the surrounding witnesses of the impressive ceremony.

"If we cannot offer topics of consolation to allay the grief of the dear friends, to whom he was so shortly about to return, this humble record of the estimation in which his character was held in this island, may afford some mitigation of it, when times shall have mellowed the affliction for his loss into a pious and tender recollection of his virtues."

Oct. 9, at Portsmouth, Mr. Mathew Slack, late surgeon on board H.M.S. Plantagenet, and assistant-surgeon to that division of royal marines, aged 33.

Oct. 11, at Plymouth, Lieutenant Gatehouse, R.N. formerly of Portsea.

Oct. 12, Mr. John Prutman, formerly master-mariner, of Hull, aged 52.

Oct. 14, in Prince George-street, Portsea, Mr. Morgan, R.N.

Same day, at Newington, Surrey, Mrs. Sarah Chubb, relict of Lieutenant John Phœdra Chubb, R.N.

Oct. 15, at Stubbington, Hants, Lieutenant-general Spry, of the Royal Marine Forces, aged 82.

Oct. 17, in Haslar Hospital, Mr. R. Burnside, surgeon of the Ville de Paris.

Oct. 31, at Holme, in Huntingdonshire, Vice-admiral Thomas Wells.

Nov. 5, at the rectory-house, at Houghton, in the county of Durham, aged 87, the Hon. and Rev. Edward Byron, last surviving brother of the late Lord Byron, and father of Captain Byron, R.N.

Nov. 11, Thomas Dowdeswell, Esq. of Pull Court, Worcestershire. The deceased was married to Madalene, daughter of the late Admiral Sir Thomas Pasley, Bart. which last died 29th November, 1808.

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\* For a Portrait and Memoir of this Officer, *vide* N. C. XXII. 441; and for a Memoir of the late Admiral Sir Joshua Rowley, Bart. *vide* Vol. XXIII. page 89.



BIOGRAPHICAL MEMOIR  
OF  
CAPTAIN RICHARD DACRES, R.N.

GOVERNOR OF THE ROYAL NAVAL ASYLUM.

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(Concluded from page 384.)

IN the significant information which we have presented, respecting the Dardanelles expedition,\* the reader, it is presumed, will find a sufficient apology, for our having so long lost sight of Captain Dacres, to whose services the present memoir is more speci-

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\* At page 408, Vol. XIX, of the NAVAL CHRONICLE, is an abstract (omitted to be referred to, at page 364 of the present Volume) of certain papers, presented to the House of Commons, relative to the expedition to the Dardanelles. One of the papers is, a copy of a letter from Sir J. T. Duckworth to Lord Collingwood, dated off the Dardanelles, February 14, 1807; in which Admiral D. states, that, in consequence of our ambassador having left Constantinople sixteen days before, and the Turks having employed French engineers to erect batteries to flank every turn in the passage through the Dardanelles, he conceived the service pointed out in his instructions *as completely altered*; and, viewed in whatever manner it might, had become *the most arduous and doubtful that had ever been undertaken*.

The circumstance of Mr. Arbuthnot having left Constantinople sixteen days prior to the 14th of February, as mentioned above, seems to require some elucidation. The fact is, that when the squadron under Sir John Duckworth and Sir Sidney Smith arrived off Tenedos, they found Sir Thomas Louis, and his division, at anchor off the Hellespont; and Mr. Arbuthnot a passenger on board Sir Thomas Louis's flag-ship. The ambassador afterwards removed into the Royal George (Sir John Duckworth's ship) where he remained during the subsequent operations. Sir Thomas Louis had been sent to the Levant, some weeks previously to the arrival of the expedition, in consequence of a request from Mr. Arbuthnot to the commander-in-chief, for the presence of a naval force in aid of his negotiations; in conformity to which idea, Admiral Louis anchored between the outer and inner castles of the Dardanelles, and sent the *Endymion* up to Constantinople. She had not been long there, before the ambassador, under the impression of alarm for his personal safety, produced by secret and very problematical information, that the Porte meant to confine him in the

fically devoted. It must have been remarked, that Captain Dacres, though highly respectable as an officer and as a man, has been restricted, in his professional career, to act a secondary part; and that, consequently, instead of appearing as the sun of a system, he can only be made the vehicle of information, which must attach principally to the planets which it has been his lot to be attached to as a satellite.

The more we reflect upon the worse than useless issue of the Dardanelles business; upon the subordinate part which Sir Sidney Smith was constrained to act in that unfortunate drama; and upon the advantage which might probably have been derived to the country, from a proper and well-directed exertion of his talents, the less are we satisfied. Even his appointment to the important station of Sicily—the absurdity of his removal from which, to place him *third* in command, where he ought to have been *first*, has been already pointed out—was not given to him as an appointment commensurate with his professional skill and general ability. He was nominated to that command, as we learn from a letter of Mr. Charles (now Earl) Grey's, merely, “till a more active scene of exertion should present itself.” Did the Dardanelles expedition, in which, excepting the destruction of the Turkish protecting squadron, he never had an opportunity of any distinguished agency, present a more active field of exertion?

That Sir S. Smith had political or military views of his own, prior to his appointment to the command off Sicily, is evident from the let-

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Castle of the Seven Towers, went on board and prevailed on Captain Capel to send a sudden invitation to the *whole* of the British factory, to meet Mr. Arbuthnot at dinner. They were no sooner arrived, than the *Endymion's* cable was cut, her anchor left behind, and the company carried off, *en masse*, to the Dardanelles! without even a change of raiment, much less the means of placing their concerns in order.

Such were the auspices under which the admiral met the personage, to whose judgment he was to refer, upon the mixed service which he had been sent to perform; such was the head that was to control and direct the arm appointed to wield the British thunder!—It is proper to add, that, on this occasion, the Porte pursued a humane, liberal, and dignified line of conduct towards the families and property of the fugitives.

This account of the *flight* of Mr. Arbuthnot from Constantinople may, perhaps be found explanatory of much that must have surprised the reader, in the former part of this memoir.

ter above alluded to ; in which Mr. Grey, then first Lord of the Admiralty, observes, that he was altogether ignorant of the nature of the service which Sir Sidney had stated had been agreed upon between him and Lord Nelson, *there being no paper affording the least trace or explanation of it at the Admiralty.* “ Upon the expediency of continuing this plan,” proceeds Mr. Grey, “ I cannot at present venture to express any opinion : in general, I must confess, that the ill success of the attempts which have already been made, has given me rather an unfavourable impression, with respect to attacks of this nature, in which ships and men have always been exposed to great danger, and sometimes lost to their country, without any advantage, hitherto, to compensate the sacrifice. A part of the service, too, is precluded, by the unfortunate events of the war on the continent, which have left no opportunity of acting, at present, against the French armies.”

What the intended service alluded to might be, we know not ; but, under the circumstances stated, Mr. Grey recommended him (Sir Sidney) to submit his plans to Lord Collingwood, with whom would rest the decision, as to the propriety of carrying them into effect. “ I know all,” says Mr. Grey, “ that is to be expected from your general knowledge, activity, and resource ; and I beg you to be assured, that in whatever situation Lord Collingwood may think fit to employ you, I shall have the greatest pleasure, at the same time that I shall render a real service to my country, in assisting, to the utmost of my power, your zealous and enterprising spirit.”

From the subjoined letter of recall to the rear-admiral, from Mr. Grey's successor, dated 2d February, 1807, (which was the ultimate cause of Captain Dacres' return to England) it does not appear that his Majesty's servants, at home, were, in the first instance, apprised of the *Pompée* having accompanied the expedition against Constantinople.

“ When I had the honour of being first called to the naval department, I understood that it was probable that Lord Collingwood would either himself have taken the command at Sicily, or that he would have sent Vice-admiral Duckworth thither : very soon, however, it appeared to me to be desirable, that Vice-admiral Duckworth should proceed to Constantinople, and it had been my intention to have proposed to you to have gone there with him. More recent events have since changed those destinations, and



with the very large army which is now in Sicily, it can hardly be necessary to keep for that island a rear-admiral's flag, and four sail of the line, besides frigates; in concert, therefore, with the King's servants, I have recommended to Lord Collingwood no longer to appropriate to Sicily so extensive a naval force as that which is now under your flag, but to divide his attention and means between the defence of Sicily and the blockade of Toulon. Under these circumstances, it will no longer be necessary for you to remain in your present situation in the Mediterranean; and my wish will be to find you, immediately, employment in the Channel fleet; for that service we shall be greatly in want of officers of experience, and I am confident that you will readily give your service where it is most desired. I have, therefore, written to Lord Collingwood, to tell him that you will be wanted for the Channel service, and have desired his lordship accordingly to send home the *Pompée*, conceiving that you will probably be desirous to retain the same ship in which your flag is at present hoisted; I have consequently to hope very soon to have the pleasure of seeing you here, upon your return from the Mediterranean, before you proceed to join the Channel fleet."

This letter was forwarded in one from Lord Collingwood, dated February 26; wherein his lordship says, "I have enclosed the orders for that purpose to Sir Thomas Louis, as I conclude Sir John Duckworth will have left you before this can arrive.—I have at present great anxiety to know what part the Turks have taken—if hostility has been necessary, your local knowledge would have been highly beneficial in the service to be performed."

Sir Sidney Smith, of course, did not receive the first Lord of the Admiralty's letter, till after his arrival at Alexandria; whither he proceeded, with the squadron, on the repassing of the Dardanelles.—The squadron reached the coast of Egypt about two or three days after the surrender of Alexandria and its forts to the British naval and military forces, under the respective commands of Captain B. Hallowell, and Major-general Frazer.\*

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\* At page 410, Vol. XIX. of the N. C. is a letter from Sir J. T. Duckworth to Lord Collingwood, dated Royal George, near the Dardanelles, March 7, 1807. In that letter, Sir John states, that, having, in his letter of Feb. 9, acquainted his lordship of his having signified to General Fox, that, as the ambassador had left Constantinople, he might with propriety send the troops to take possession of Alexandria; and that the general having, in a letter of Feb. 18, acquainted Sir John that they were embarking, and would sail without delay on that service, he therefore, having been so unfortunate as to fail of success off Constantinople, should

In consequence of her recall, the Pompée returned to England, where she arrived in the month of June, 1807.

The grand Baltic expedition,\* under the command of Lord Gambier, was at this time fitting out; and, by an official manœuvre, with which we are not precisely acquainted, the

direct his attention to that armament, as being within the sphere of his co-operation: as Milo was not deemed a healthy island, he should endeavour to find out some island contiguous to the entrance of the Dardanelles, which did not labour under that disadvantage, to make a naval station of; but Sir John had to observe, that General Fox, in his letter of Feb. 2, in reply to his of the 29th and 31st of January, specifying that a small proportion of troops would be required to take post and keep possession of Milo, or some other island, said that 5,000 men were the utmost that his instructions went to, and indeed that could possibly be spared from the defence of Sicily; and as those troops were expressly ordered to garrison Alexandria, the detaching any part for the occupation of Milo, or any other island or place in the Archipelago, must rest solely at the direction of the general officer commanding that corps; for, if they went, Sir John did not conceive himself at liberty to allow of any detachment being made, so as to endanger the defence of Alexandria. Thus, Sir John had no expectations of any military aid.

In addition to the references given at page 381, respecting the surrender of Alexandrin, &c. *vide* the report of Captain V. T. [Taberna] enclosed in a letter of the late Sir A. Ball's to Sir Sidney Smith, N. C. XXIV. 211.—Captain T.'s report, we believe, will be found to contain the only original information relative to the proceedings of the British in Egypt, that has yet met the public eye, deserving of particular attention.

\* For the official, and other details, relating to this expedition, by which eighteen Danish ships of the line, mounting from 64 to 96 guns each; three ships of the line, upon the stocks; fifteen fine frigates; six brigs; twenty-five gun-boats; and an immense quantity of naval stores and ammunition, were wrested from the hands of the enemy, *vide* N. C. XVIII. 221 to 224; 228 to 235; 247 to 266; 331; 429 to 431. In Vol. XIX. will also be found, the Protest of certain Lords, against the passage in the King's Speech, respecting the seizure of the Danish fleet, p. 66; a Danish estimate of the loss sustained by Denmark, p. 67; a Narrative of the measures pursued by the Officers (Hood, Keats, and Stopford) who remonstrated against ceding their rank to Sir Home Popham, in the Baltic expedition, p. 68; a Notice of the thanks of Parliament, to the officers, &c. employed in that expedition, p. 71; Discussions in Parliament on the subject, p. 146, 246, 247, 248, 335; Estimate of the value of the Danish fleet, p. 185; Lord Gambier's official letter, respecting the state of the Danish fleet, at the capture of Copenhagen, p. 191; and, Accounts, presented to the House of Commons, of stores taken at Copenhagen, p. 492.

Pompée was transferred to Vice-admiral Stanhope,\* one of the flag-officers employed on that service; a proceeding not very flattering to Sir Sidney Smith, or grateful to the feelings of the captain and officers of that ship.

Captain Dacres, however, continued to command the Pompée; and, consequently, he proceeded to Copenhagen, and was actively employed, on several occasions.

Notwithstanding the copious details already referred to, we shall take this opportunity of relating some additional particulars of the proceedings at Copenhagen, taken, in substance, from the private papers of an officer belonging to the Pompée.

The first of these papers, bearing the date of September 5, describes the effect produced by the opening of the mortar batteries, by our army, on the evening of the 2d, as a most awful and terrific sight. The devastation was evident on the ensuing morning; the N.W. part of the town was soon in a blaze; it burnt with incredible fury; and was then (Sept. 7) nearly destroyed. On the evening of the 4th, our breaching batteries opened: the firing was excellent; and they had continued, without intermission. There was a battery on shore, in front of the brigade of Guards, constructed expressly for the Congreve rockets,† which are known

\* For a portrait and memoir of this officer, *vide* N. C. XV. 89.

† *Vide* N. C. XXI. 408; XXII. 27, 31, 100, 196, 201, 285, 363, 364, 370, 374, 461.—In Vol. XXII. page 202, in the second letter of BRONTES, on the Rocket System, is the following passage, relative to the Congreve rockets, employed in the attack on Copenhagen.

“ Indeed such a body of evidence, as to facts connected with the effects of the rockets on that occasion, has been collected by eye witnesses, as fully establishes, not only the certainty of their having contributed essentially to the conflagration of the place, but that of their powers of penetration, which many persons not fairly appretiating the effect of such a weight, pointed and solid as it is, falling from so great a height, were inclined to deny. But indeed had this testimony of facts been wanting, there is abundance of argument to induce the belief.—In the first place it may be stated that there never was an instance known of such a conflagration having been produced by mere bombardment in so short a time; and it is therefore fair to infer, that the addition of this weapon to the usual means contributed to such extraordinary effect:—but there is a stronger circumstance:—the second night, when rockets were not discharged, although near 1000 bomb-shells and carcasses were thrown, there was



to have contributed much to the destruction of the town. A few days previously to the date of the paper (Sept. 5) an attack was made, by the Danish gun-boats, on our flotilla; and they so far succeeded, as to oblige our gun-vessels to slip, with considerable loss, and to sink an armed ship. Subsequently, however, our batteries blew up two of the enemy's gun-boats, sunk three, and compelled the remainder to retire under cover of the Crowns battery. The army complained much of these vessels, which unremittingly annoyed and flanked them in their approaches to the town. We had no proper craft to keep them in check: our gun-vessels drew too much water, and were too unwieldy; and our launches were not sufficiently powerful to cope with them. Each of them carried two long twenty-four pounders: they were managed very well; but it was remarked, that they were "much attached to long bowls."—On the 4th, our army were making their last parallel; the pontoons were all ready to lay over the ditch which surrounded the town; a breach was expected soon to be made; and the troops were all in excellent spirits, fully confident of ultimate success. It was not then known, whether the fleet was intended to have any share in the storming of the town; but nothing was seen to prevent it. The Crowns battery was formidably strong; but the *Pompée*, which drew more water than any ship there, could approach it within musket-shot; and the smaller ships of the line, frigates, &c. might approach within pistol-shot. The guns on the Crowns battery were *en barbette*, and were deemed incapable of withstanding the powerful fleet then lying in the roads.—On the evening of the 4th, the

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no conflagration; whereas on the other two nights, on which the rockets were used, the flames raged furiously; and yet from the first it is acknowledged by the artillerymen, that the greater part of their spherical carcasses were well ignited on leaving the mortars from which they were fired. Consequently, it is no more offensive to sound reasoning, than it is contradictory to public opinion to assert, that the rockets used at Copenhagen did very essentially contribute to the conflagration of that city; and if the weapon was able to accomplish any thing where only 300 were fired, and that only by the labour of 16 men, partly uninstructed, what more might not have been done by it, had it been previously adopted into our military system, and committed to the regiment of artillery, and to the navy, amongst their other implements of bombardment?"

signal was made for 50 seamen, and 15 marines, to hold themselves in readiness to land, at eight on the following morning. Captain Owen, who had succeeded Captain Horlock, in the *Pompée*, was ordered to command the whole of the marines; and Captain Watson, of the *Inflexible*, the seamen. All the main-deck guns of the *Pompée* were on shore, in different batteries.—About this time, Commodore Keats was keeping a look-out in the Great Belt; Sir Samuel Hood\* was at anchor, with his squadron to the southward of the island of Amag, for the purpose of preventing any supplies from reaching Copenhagen by that Channel; and Captain Stopford was cruising in the *Cattegat*, where he had intercepted some troops from Norway, intended for Copenhagen.

At 10 P.M. on the 5th of September (as is stated in a paper of the 7th), a Danish general came out to negotiate; on the morning of the 6th, three other officers came out for the same purpose; and, in the afternoon, Sir Home Popham† and Colonel Hope went to Copenhagen. The armistice ceased at noon, on the 7th; and at one P.M. the signal was made for all lieutenants. It was then understood, that the Danes had surrendered their fleet and naval stores unconditionally; and, at four, our forces took possession.

We have heard it insinuated, but we presume not to say with what degree of justice, that Vice-admiral S. though second in command upon this occasion, appeared to know but very little of the intended operations; that, at one period, a general want of energy and spirit characterised the whole of our proceedings; and that, with many, the hope of success rested more on the innate valour of our men, than on either the talents or animation displayed by our naval leaders. Fortunately for the country, the armament, by some means or other, produced its desired result.

We have now a very deserved tribute to pay to Captain Dacres, for the activity, zeal, and presence of mind which he displayed, in his exertions to extinguish an alarming fire, which unfortunately broke out in the dock-yard at Copenhagen, on the night of

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\* For a portrait and memoir of this officer, *vide* N. C. XVII. 1.

† A portrait and memoir of Sir Home Popham will be found in the N. C. Vol. XVI. pp. 265, 355.

September 22. That tribute is comprised in the subjoined letter from Sir Samuel Hood, to Vice-admiral Stanhope:—

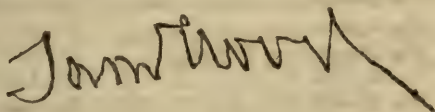
(COPY.)

“ SIR, “ *Naval Arsenal, Copenhagen, 23d September, 1807.*

“ I have the most sincere satisfaction in making known to you the uncommon exertions exhibited in extinguishing the fire in this dock-yard, last night. As Major-general Spencer witnessed the whole, I shall have only generally to express the ardour of both army and navy; but I cannot allow to pass over what more immediately came under me respecting the navy: Captain Dacres, who was near the spot when the fire broke out, and whose activity and zeal for the King's service, whilst acting with me in this arsenal, could not be exceeded; to his promptitude in giving orders, his personal and undaunted conduct, do I attribute the stop put to the fire. He was seen, with Lieutenant Carrol and Mr. Ives, master of the *Pompée*, with many other brave men, hauling the hot shells from the flames, whilst others were bursting round them. I have also to express what I have noticed in the activity of Captains Arthur Bowles, Spencer, and Deanes, whose ships were in the arsenal. They particularly aided the exertions of Captain Dacres, who mentions them with warmest praises. The two latter I am sorry to add, have received contusions by the splinters of shells. There were many other officers during the fire who gave every aid, but it is impossible to speak of them individually, when all have a claim to my approbation. Captain M'Kenzie, who is acting as commissioner, was zealously employed, and Captain Webley, of the *Centaur*, assisted in carrying the necessary orders into execution with promptitude.

“ I have the honour to be, Sir,

“ Your most obedient humble servant,



“ *Vice-admiral Stanhope, &c.*”

“ N. B. I shall have the honour of transmitting you an account of the wounded as soon as it can be collected.”

For his very spirited and laudable exertions on this occasion, Captain Dacres also received the approbation of Admiral Lord Gambier, the commander-in-chief. He was likewise presented with a piece of plate, by the military commander; and, in common with the other officers employed in the expedition, he received the thanks of Parliament.

On his return from Copenhagen, the *Pompée* was paid off;



and Captain Dacres was, soon afterwards, appointed Governor of the Royal Naval Asylum, at Greenwich; an appointment which he has ever since enjoyed, greatly to the satisfaction of every person connected with, or participating in the benefits of that admirable institution.

\* \* \* At page 160 of the present Volume, will be found a View of the Royal Naval Asylum, accompanied by numerous official details; and, in Vol. XIX. page 195, was inserted a list of the principal appointments and officers of that institution. As some changes and improvements, however, have since taken place therein, we here subjoin, from Parliamentary documents,

*A Statement of the Officers receiving Salary during the Quarter ending the 24<sup>th</sup> of June, 1808. Attached to an Extract of the Minute of a General Board, dated 5<sup>th</sup> May, 1808.*

Present,

His Royal Highness the Duke of Cumberland.

|                       |                           |
|-----------------------|---------------------------|
| Earl St. Vincent,     | Right Hon. George Rose,   |
| Earl of Romney,       | Right Hon. Sir E. Nepean, |
| Lord Viscount Newark, | Lieut. Gen. Barclay,      |
| Hon. Geo. Villiers,   | J. J. Angerstein, Esq.    |

Resolved—"That the pay given by the Asylum to the Governor, shall be 500*l.* per annum."

(Signed) THOS. BAYNES, Secretary.

|                                   |                        |           |
|-----------------------------------|------------------------|-----------|
| The Governor .....                | Captain Richard Dacres | £.125 — — |
| The Auditor .....                 | The Rev. Dr. Clarke..  | 75 — —    |
| The Chaplain and Secretary .....  | The Rev. Wm. Morgan    | 62 10 —   |
| The Surgeon .....                 | Mr. John Doratt .....  | 50 — —    |
| The Steward .....                 | Mr. Chas. Brewer ..    | 62 19 —   |
| The Clerk .....                   | Mr. Dowling .....      | 21 — —    |
| The Quarter-master of Instruction | Mr. Garrard .....      | 13 4 —    |
| The Serjeant of ditto .....       | Edwd. Douglass .....   | 8 6 10    |
| The Boatswain of Trade .....      | Alexr. Rance .....     | 10 12 4   |
| The Porter .....                  | Willm. Cooper .....    | 8 6 10    |
| The Corporal of Courts .....      | Willm. Carey .....     | 4 14 6    |
| The Matron .....                  | Mrs. Cameron .....     | 25 — —    |
| The Deputy Matron .....           | Mrs. Flint .....       | 12 10 —   |
| The Reading Mistress .....        | Miss Flint .....       | 6 5 —     |
| The Sempstress .....              | Mrs. Clapham .....     | 6 5 —     |

£. 491 14 6

To the above, we add the following

*Account of the Increase of the Establishment, and Alterations in the Pay and Allowances of the several Officers of the Royal Naval Asylum; together with the proposed Augmentation of the Officers' Salaries.*

An Account of the Increase of the Establishment of Officers of the Royal Naval Asylum, since January, 1808.

| NAMES.        | SITUATIONS.          | When appointed. | Salaries.             | ALLOWANCES.                                        |
|---------------|----------------------|-----------------|-----------------------|----------------------------------------------------|
| Thomas Baynes | Lieut. and Secretary | 7th Sept. 1808  | £. 250.<br>per annum. | Coals and Candles,<br>the same as the<br>Chaplain. |
| Willm. Avison | Accomptant Clerk     | 11th Feb 1809   | £. 126.<br>per annum. | —                                                  |

The inferior Officers and menial Servants must necessarily be augmented, as the number of Children are increased, according to the ratio directed by the Regulations.

#### *Increase of the Allowance to Officers.*

To the Governor.....£. 15 per Annum, for a Coach-house and Stable.

To the Inferior Officers...One Shilling and Sixpence per diem; instead of One Shilling; in lieu of Provisions.

#### *Increase of Salaries*

Recommended in the body of the Regulations, but not calculated in the Estimate for this Year.

To the Governor, a further Salary, equal to the Amount of the Half-pay of the Rank he may hold, which shall not be inferior to the Rank of a Post Captain.

To the Lieutenant and Secretary, a further Allowance, equal to the Half-pay of the Rank he may hold, which shall not be above the Rank of a Commander, or inferior to that of a Lieutenant in the Royal Navy.

THOS. BAYNES,

Secretary Royal Naval Asylum.

*Royal Naval Asylum, 29th May, 1809.*

In the course of the succeeding Volume of the NAVAL CHRONICLE, it is the Editor's intention to draw up, and present, a descriptive account of the internal arrangements, and general economy, of the Royal Naval Asylum; an article which will perhaps more fully illustrate the merit of this institution (which reflects much honour upon the country), than any thing that has yet appeared in print on the subject.

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

### MEMORY OF NELSON.

**O**N Monday the 21st of last October, about one hundred persons dined together, at the Green Man, Blackheath, to commemorate the anniversary of the victory of Trafalgar, and the remembrance of the lamented death of Nelson. Sir Edward Knatchbull was in the chair. After the usual toasts, complimentary to the Royal Family and Prince Regent had been drunk, the chairman gave—

“ The Memory of Nelson.”

This toast was drank in solemn silence, and its effect on the minds of all present was evinced by the dignified sorrow that was cast over every countenance.—Amongst other toasts that were given in the course of the evening were—

“ The Duke of York and the Army.”

“ Lord Wellington and his brave followers.”

These were received with loud applause, but not more loud than marked the enunciation of—

“ The Lord Mayor and the City of London.”

Mr. Alderman Atkins expressed his gratitude for the toast that had been given, and was convinced that the citizens of London would feel as he felt—grateful for the high honour that had been conferred on them by such a mark of respect.

The beautiful Anthem of “ God save the King,” and several songs—“ Rule Britannia, “ Britons Strike Home,” “ The Prince and Old England for ever,” &c. were sung in the course of the evening by Messrs. Taylor, Goss, Leete, King, &c.

### ACTION BETWEEN A BOAT OF THE PRINCESS CHARLOTTE AND THREE FRENCH GUN-BOATS.

THE following extract of a letter from an officer of H. M. S. Princess Charlotte, gives an account of a very spirited action, on a small scale :—

“ *H. M. S. Princess Charlotte, off St. Sebastian,*  
*August 8, 1811.*

“ The Princess Charlotte having captured a Spanish lanch, it was fitted out to cruise upon the coast with a carronade, small arms, and 30 men; and the command was given to Mr. Salter, master's mate. Being forced to come to an anchor near Bermeo, by a gale of wind, he was perceived by the garrison, and three gun-boats were despatched to take



possession of him. Fortunately Mr. Salter soon discovered their intent, cut his cables, and made towards the enemy. A brisk firing soon commenced on both sides, when one of the boats was seen to sheer off, and soon after sunk, with all her crew, consisting of the captain of a French national schooner, then lying in Bermeo, a major, second commandant of the garrison, and thirty men, not one of whom was saved. The other two boats continued the action for some time, but at last made all sail into port, having had a considerable number killed and wounded. Mr. Salter would have either taken or destroyed them, but the wind was dead on shore, and being close under the batteries, it was impossible to pursue them. There were only two men wounded on board the lanch. Each of the boats had 80 picked men on board, and came out for the express purpose of taking in Mr. S. with them."

#### IMPROVEMENT IN THE DISCHARGE OF NAVAL ORDNANCE.

A RECENT letter from an officer of H. M. S. Victory, in the Baltic, presents the following important statement :—

" We lately had exhibited, on board this ship, in the presence of Sir James Saumarez, Admirals Hope and Dixon, Sir Archibald Dickson, and several captains of the squadron, one of the most extraordinary, and for our service, one of the most useful inventions I ever beheld, *discharging guns without the use of fire*. It was produced by a pressure of the finger on a prepared tube, put into the vent of the gun; the effect was instantaneous and certain, and completely prevented the accidents that so frequently happen in action, from the loose powder that is spilt on the deck; it appears to do away the use of locks and matches, and thereby removes not only the accidents that so often arise from them, but also their great uncertainty in stormy weather. It received from every one present very high and deserved approbation, and was said to be the invention of Captain Manby, of Yarmouth, who has bestowed so much attention on saving shipwrecked men."

#### LIEUTENANT TRUSCOTT'S APPARATUS FOR RAISING OF WATER.

LIEUTENANT TRUSCOTT, first of the Dryad frigate, has invented a machine for bringing up the water from the hold by the gangway, without starting the casks. This apparatus will save much labour and expense, and is so simple, that the whole may be worked by one boy. It has been tried 18 weeks on board the Dryad, and found to answer so well, that the Admiralty have ordered the Malta, of 80 guns, to be fitted in a similar manner; and it is supposed the apparatus will be generally adopted throughout the navy.

#### REMARKABLE INTREPIDITY OF A BOY, EVINCED IN THE RECAPTURE OF THE FAME.

At one A.M. on the 25th of October, the Fame, of Carron, was captured off Shields, on her voyage from London to Arbroath, laden with flax

and hemp, by the French privateer, *Grand Fury*, of 16 guns, four of which were mounted, and 75 men. The privateer left two of the *Fame's* crew on board, viz. an old man and a boy, and put six Frenchmen in her to carry her to a port in France; but a south-east gale setting in the day after the *Fame* was taken, drove her to the northward, when the wind increasing, shifted to the north-east, which drove her into the mouth of the Forth, with the navigation of which, the Frenchmen, as well as the old man, were unacquainted; and the candles for the use of the binnacle being expended or thrown overboard, they allowed the vessel to go before the wind (they not knowing where they were, and the compass rendered useless for want of candles, it being night) till the boy luckily recognised the light of *Inchkeith*, when he assumed the command of the *Fame*, and carried her in safety up the Frith; and on passing close to the *Rebecca*, lying at anchor in *St. Margaret's Hope*, he hailed aloud, that he had six French prisoners on board, and demanded assistance to get them secured. The moment that the *Rebecca's* boat reached the *Fame*, the boy seized the Frenchmen's pistols, as his right by conquest, and would not give them up to the *Rebecca's* crew. The prisoners acknowledged the boy to be an excellent steersman, and consider themselves indebted to him as the means of saving their lives, as well as the sloop and cargo.

Conduct like this, in a boy only of about thirteen years of age, is truly British, and certainly ought not to be allowed to pass without its due reward. A statement of the recapture of the *Fame*, has accordingly been sent to the Admiralty, and to the Committee of the Patriotic Fund, at *Lloyd's*, for the purpose of procuring for him some token of public approbation. Perhaps the most gratifying reward to the boy, would be to enter him as a midshipman on board of one of his Majesty's ships. He would then have a chance of becoming an Admiral!

#### PREVENTIVE AGAINST BOARDING.

A CURIOUS invention has been lately adopted on board some of our merchant ships, which seems excellently calculated to prevent their being boarded by the enemy's small privateers, or boats. It consists in fastning to the ruff-trees and quarter-rails of vessels, a set of boxes which contain spring bayonets, four feet in length, and which in case of an alarm, are immediately pushed out in a horizontal position, thereby forming a line of bayonets one foot asunder, completely fore and aft, over which it is extremely difficult for the boarders to pass.

#### FRENCH TATOOING.

THE following circumstance is stated to have taken place on board the *Sampson* prison ship, in the *Medway*:—In May last, the French prisoners confined on board the *Sampson*, formed a conspiracy forcibly to take possession of the ship, and effect their escape, which was prevented by one of their people imparting secretly to the commanding officer their projected plan; enraged at the disappointment of their hopes, they used every effort to find out the individual by whose communication their secret transpired; and having, as they thought, fixed upon the right man, as

soon as the prison doors were shut, they assembled a court for his trial, at which a *proves verbal* was drawn up, declaratory of their proceedings—a diversity of opinion prevailed as to the punishment necessary to be inflicted on him for his imagined treachery; at length a refinement on punishment was suggested, which was, the tatooing on his face the nature of the crime; and the man, who is now on board the *Namur*, bears the following declaration on his forehead and cheeks:—*J'ai vendu mes freres aux Anglais abord du ponton, Le Sampson, May 31, 1811.*”

#### ESCAPE OF MR. WISHART FROM ST. LUCAR.

MR. WISHART, commander of the ship *Arab*, lately reached London, after a singular escape from the French; at St. Lucar. He states, that on a voyage from Shields to Gibraltar, with coals; he was captured by four privateers, on the 25th of August, and taken into St. Lucar. Considering the enmity which the French had to Englishmen, he passed himself off as an American. The crew of the privateer were in part Irish. One of these remarked, that had he been a British subject they would not have left him a coat to his back. As an American, however, they detained his crew and himself prisoners, and made a prize of his ship. He was lodged in the house of a Spaniard, to whom he confided that he was an Englishman; the consequence of which was, that he met with the most kind and brotherly treatment from his host. On the 29th of August, Mr. Wishart and his mate resolved on their escape; to effect which they repaired to the water-side. It was moon-light, and they discovered at a distance a boat, moored under the French batteries. This boat Mr. Wishart, who was an expert swimmer, after stripping, swam to, and took possession of, and towed it back, for fear of being discovered, to the place where the mate was. He then took him on board, and they rowed with all their might for several hours, until they fell in with the *Charger* gun-brig; the commander of which treated Mr. Wishart and his friend with the greatest attention. He could not conveniently take them into Cadiz himself, but he lay-to, until he saw them safely conveyed thither in a market-boat.

#### REMARKABLE ESCAPE OF LIEUTENANT O'BRIEN AND HIS FRIENDS, FROM FRANCE.

ON the 20th of August, Lieutenant O'Brien, and Dr. Berklimere, both natives of Ireland, arrived at Dublin. Their disasters, perhaps, have not been equalled by any recently detailed. The following is an extract of a letter from Lieutenant O'Brien, to one of his friends, on his arrival at Dublin:—

“MY DEAR FRIEND, Dublin, Sept. 12, 1811.

“I have at length arrived here, and have had the inexpressible satisfaction of touching once more that soil which gave me birth, and which I frequently imagined I should never have the happiness of revisiting.

“You, no doubt, have been astonished at my silence; but I have declined giving a detail of my peregrinations until my arrival in Ireland, and shall now commence by informing you,



" That, in February, 1804, then seven years in the navy, and passed the examination for lieutenant twelve months—I had the bad luck of being wrecked in H. M. S. Hussar, on the Saints rocks, near Brest; we took possession of the island of the same name, landed all hands safe, remained one night, and on the following afternoon, we embarked on board the inhabitants, fishing-boats, which we seized upon, for the purpose of conducting us to our fleet off Ushant, or to the British shore. However fate still pursued us closely—after we parted the island the weather became inclement, the wind against us, and we were a second time, as it may be very well termed, cast away—for we were reduced to the mortifying necessity of running into the harbour of Brest in order to save our lives.

" The only boat that escaped this catastrophe was Captain Wilkinson's barge, himself, Mr. Weymouth, the master, and crew in her.

" At Brest we were immediately conducted to prison, and in a few days marched into the interior, upwards of 700 miles. Mr. Mahony and myself (then master's-mates or senior midshipmen) were separated from the officers, and marched with the people, where we remained some time, until, through the interference of our first lieutenant, Fridham, and Captain Brenton (then senior officer in France, whose character stands renowned in naval fame), we were removed to Verdun. Here I remained nearly three years, when quite weary of confinement, no prospect of promotion, or exchange of prisoners, I, with three friends,\* concerted a plan for escaping from the hands of our enemies. Having every necessary apparatus, rope, &c. we scaled the ramparts in the dead of the night, and marched in 18 nights to Estaples, on the coast, concealing ourselves by day in the woods and lurking places. Here, in the act of searching for a vessel to cross the Channel, we were arrested and taken to Boulogne, where we were kept close confined in a horrible dungeon for five days. From Boulogne we were marched back into the interior, loaded with chains and fetters, and tortured in the most inhuman and cruel manner.

" We were accused, being naval characters, of having been employed by our government to reconnoitre the position of the flotilla: we were also obliged to state what part of Verdun we were in, and in whose company. When Buonaparte passed through, after a return of our examination to the minister of war, we were sentenced to be confined in a cave under ground, in the fortress of Biche, during the war.

" Accordingly we were marched towards this very *agrecable* habitation, and were actually within five leagues of it, when we managed to get rid of our fetters, and escape from our guards on the highway. My fellow-sufferers were almost immediately retaken. I fortunately got off, and marched twenty-two nights, using the same precaution we formerly did, of concealing in the day-time, although a difficult task, being the month of November, which admitted of little or no shelter, woods bare, and the season very inclement, little or no food, except what was found in the

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\* Messrs. Tuthill, Ashworth, and Lieut. Epre; the latter was dashed to pieces in endeavouring to scale the ramparts of Biche. Ashworth is the same lately wounded off Tarragona.

open fields, and very indifferent raiment.—However, the hope of being freed buoyed me sufficiently up.

“After all, my cruel destiny still attended. I was arrested in passing the town of Lindau, on the bottom of the Lake of Constance, by the Bavarians, and, after 12 days solitary confinement, re-conducted, loaded with irons, and escorted by riflemen, to that fortress, which I but a few days before imagined I so fortunately avoided.

“Here I was most inhumanly placed in a dungeon upwards of sixty feet under ground, after my long and fatiguing march, where I was left for thirty-three days : then removed to a more tolerable dungeon, about thirty-six feet below the surface of the earth, where I was continued for five months ; from thence to a better one, where I remained three months longer, when an opportunity offered for my escape, with a Doctor Berkli-mere, who accompanied me also on my journey from London here, a Mr. Hewson, then a midshipman, and a Mr. Batley. We succeeded in picking the locks of our prison, forcing the doors, eluding the vigilance of our sentinels, and descended three ramparts, of 98, 50, and 30 feet high, with the aid of rope made out of new linen procured for shirts, and some sheets.

“Once more free, we crossed the Rhine near Durlach, passed through Baden, Wirtemberg, Bavaria, and Austria, until we arrived at Trieste, at the head of the Adriatic. I forgot to observe, that, owing to indisposition, we were under the necessity of leaving Mr. Batley in Baden—but had the pleasure of seeing him arrive safe at Malta afterwards.

“His Majesty’s ship *Amphion* was cruising off Trieste ; we procured a boat and embarked at night to get on board of her, not a little fatigued (after a march of 49 days, having gone over nearly 1400 miles), as you may suppose—when, in the utmost expectation of having our miseries at an end—we were boarded at day-break by one of the *Amphion*’s boats, which happened to be lying in shore. Our joy at this moment may be easier conceived than expressed—the officer in the boat, Lieutenant Jones, had been in the *Amphion* in 1803, when I belonged to her ; you certainly recollect that I quitted this frigate to join the unfortunate *Hussar*.\* But mark again how destiny persecuted us ! in four hours after we were picked up by this boat, we found our passage intercepted by two Venetian privateers : our gallant officer did not hesitate a moment ; we approached, upon which one sheered off, and we attempted to carry the other by boarding—but on getting alongside were so warmly received, having had two of our little crew killed, and four, with our officer and myself, wounded, that we found ourselves under the necessity of getting away in the best manner we possibly could.

“Thus I narrowly escaped again being made prisoner, and entirely

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\* It is singular that this officer left the *Amphion* in Portsmouth harbour to join the *Hussar*, and was picked up by the same ship and the same officer six years afterwards, off Trieste.

owing to the cowardly conduct of the enemy. She was a powerful schooner, with thirty-six men, we an open boat, and our crew disabled. Our brave officer never made known that he was touched until we were out of danger. My wound was a musket-shot through the right arm.

"To conclude, our anxious wishes were at last completed. We arrived about noon on the 8th of November, 1808, on board the *Amphion*, where we were received by Captain Hoste and his officers in the most handsome manner. After recruiting a little strength, we took a passage in his Majesty's brig *Spider*, Lieutenant Oliver, to Malta—this officer's attention could only be equalled by those we had just quitted. From Malta, we joined Lord Collingwood, Dr. Berklimere going to England in H. M. S. *Warrior* as he did not belong to the navy. His lordship received my friend Hewson and myself very graciously, and promoted us to lieutenants in the first vacancies, which proved to be the *Magnificent* and *Warrior*; in the latter I remained twelve months, when I got appointed to my old ship the *Amphion*, where I continued until the 12th of last month, when she was paid off at Deptford, having arrived there in company with H. M. S. *Volage*, Captain Hornby, and the two frigates, *la Bellona* and *la Corono*, captured in the ever memorable battle off Lissa, under that brave and distinguished officer, Hoste.

#### CRIMPING OF BRITISH SEAMEN, IN AMERICA.\*

THE subjoined important affidavit is inserted, in order that naval officers, and the public in general, may be aware of the infamous practice which is followed in America, for the purpose of crimping sailors out of the British navy; and of the miserable situation in which British seamen are placed, who have the misfortune of falling into the hands of American crimps, or masters of American merchantmen:—

#### "CITY AND COUNTY OF NEW YORK, SS.

"John Harrington, James Young, and Joseph Armstrong, being all and each separately and severally sworn, depose and say, that they, with John Quinny and George Adamson, are native born subjects of the United Kingdom of Great Britain and Ireland, and seamen by profession; that in the port of Sunderland, in England, they, together with Quinny and Adamson, shipped in the brig *Rachel*, Captain J. M'Donald, to go a voyage to the port of New York, and thence back to Greenock; that in performance of said voyage, they arrived in the port of New York on or about the 2d of last month, where these deponents, with Quinny and Adamson, on the Sunday next immediately following, obtained leave from the captain to go on shore, which they did, and there continued until next morning, when, being on their return to said brig through East George street, a man standing at a door, apparently watching them, accosted them, and in a most friendly manner insisted on their stopping and drink-

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\* Vide page 134.



ing something with him, to which having consented, they were by him shewn to a room up stairs in said house, where he begged of them to be perfectly at ease and make free, as he must have the pleasure of treating them; that his name was David Reed, the particular friend of sailors, and that therefore they should not pay a cent in his house for any thing they should get, as he was determined to treat them well; that said Reed immediately brought a gallon jug full of milk punch, which he insisted deponents must drink, as grog was too common to offer them; that these deponents found it very strong, but finished it at the repeated solicitations of Reed, who again immediately filled it, and they again, at his earnest request, emptied it; and thus did said Reed continue to bring, and these deponents, at Reed's intreaty, to drink, until they drank off five jugs full, whereby they were completely intoxicated; that said Reed, finding deponents in a state suitable to the effecting his designs upon them, urged, solicited, and entreated them to quit the ship they belonged to, and go on board a vessel in the North River that wanted hands; and that if they would be instructed by him, he would get them three months' wages advance, a thing unusual in the port of New York, but that by his management and interest he could effect it; that deponents objected thereto, and refused, stating that they were British seamen, and belonged to a British vessel then in port, and could not attempt it; that Reed told these deponents that did not signify, as all they would have to do, when they got on board, would be to say they were American citizens, as no other question, he well knew, would be asked, for he was in the habit of getting it done daily, and understood the business perfectly; that said Reed, having kept himself perfectly sober, under pretence of taking care of his house, and finding deponents in such a state of intoxication as to be unable to judge for themselves, or resist him, sent for a person with whom he made an agreement for them, and from whom he received the sum of forty dollars for each, in advance, on his becoming security for their going on board; that as soon as Reed received the aforesaid sum of money, amounting to two hundred dollars, he procured a number of constables, or persons in that character, to assist the said Reed in compelling these deponents, with force and violence, at a late hour in the evening, to go to a wharf, where a boat lay ready to take them on board the United States frigate President; that said Reed, being completely armed, did repeatedly, violently, and maliciously, threaten to take the life of, and murder these deponents, for asking for the money paid into Reed's hands, on account of these deponents, as above stated, and that said Reed, with his accomplices and abettors, treated these deponents with the most outrageous, wanton, unprovoked, insulting, and brutal cruelty, and put them in fear of their lives, or some great bodily harm, in their way to the boat aforesaid; that when on board the frigate President, being called before Commodore Rodgers, to take the oath of allegiance to the United States, they peremptorily refused so doing, and stated to the Commodore their reasons, and told him their story; after which the commodore in a short time sent them on shore, where they were instantly arrested for the money above advanced, as above stated, a part only of which had been given to them by Reed; that John Quinny, and one other of these depo-

nents, have had suits brought against Reed for the balance of money due to them, in order to refund it to the person who advanced it, who appeared to these deponents to be a very particular and intimate friend of Reed's; that of the recovery of this money, upon which they founded hopes of their release, they now conceive themselves debarred, by seeing the name of the said David Reed inserted in the newspapers of this city, as a petitioner for the benefit of the laws of insolvency; that these deponents, with Quinny and Adamson, were seduced from the British vessel to which they belonged, and kidnapped into a vessel belonging to the United States, in the manner above stated, by David Reed and his associates and accomplices, where they must have remained, but for the prompt and honest decision of the commodore: and that, while on board said frigate, they saw and spoke to numbers of the crew who were their countrymen, and who informed these deponents that they had been seduced and trepanned in a similar manner by the said David Reed and his abettors, who always took care in putting them on board to keep the greater part of their money from them, which money they never expected to recover from Reed, as they were not permitted to go on shore; that these deponents have been in close confinement from the time of their arrest, as above stated, without provision, clothing, bedding, or fire, or the means of procuring them, which makes their sufferings and miseries, at this cold and intolerably inclement season of the year, inconceivably great and severe; that they applied to the captain of the Rachel, James M'Donald, for some assistance or sustenance, which he refused, and every hope of relief from him is precluded by deponents knowing that ——— turned the cook of said brig, named John Hayton, a native of Carlisle, in England, on shore in New York, having, himself and mate, cruelly beaten and ill-treated said John Hayton on the passage, though these deponents conceived him to be a man who always did his duty, and who, being discharged without wages or other provision, has been compelled to seek a livelihood on board an American vessel bound to Savannah, the ——— retaining his wages and clothes from him, and also a watch which said John lent to the ——— on the passage; he, the ———, having lost the key of his own, though these deponents advised the said John not to let the ——— have the watch, as he never would return it; and that John Quinny and George Adamson were necessitated to enter in the ship Lord Collingwood, to go a voyage to Greenock, in order to get money to extricate them from prison, by refunding to the United States the forty dollars that had been to Reed advanced for each as above stated.

his  
 " (Signed) " JOHN X HARRINGTON,  
 mark,  
 " JOSEPH ARMSTRONG,  
 " JAMES YOUNG.

" Sworn before me, December 18, 1810.

" CHARLES CHRISTIAN,  
 " Special Justice of the Peace for the  
 City of New York.

"I do hereby certify that the above is a true copy of an original affidavit, on file in my office. In testimony whereof, I have hereunto set my hand and affixed the seal of my office.

"ROBERT MACOMB,

"Clerk of the Sessions and Oyer and Terminer."

"*New York, August 1, 1811.*"

GALLANT ACTION BETWEEN H. M. S. GUADALOUPE, AND A FRENCH COR-  
VETTE AND XEBEC.

THE following is an extract of a letter from an officer on board H. M. S. Guadalupe, Captain Joseph Tetley, dated Mediterranean, 4th September, giving the particulars of a very severe action sustained by her off Cape Creuse, against a French corvette and xebec, assisted by two forts, nearly three times the Guadalupe's force :—

"It has pleased the Almighty Disposer of all events to allow me to escape once more in the hour of danger, to which my professional line so often exposes me. On the 27th of June, we perceived, close in the shore, two strange sail, which, from their manœuvres, we discovered to be French, and though double our force, our gallant captain resolved on immediately engaging, when every preparation was made for so unequal a combat: in a few hours we were within pistol-shot of each other, when our captain, in a very resolute and dashing style, ran our little brig close on board the larger vessel, giving and receiving the whole of each other's broadsides of grape, cannister, and musketry, during which time the xebec lay on our quarter, pouring in a constant and unmolested fire from her great guns and small arms, our attention being wholly engrossed by the corvette, with whom we were engaged yard-arm and yard-arm. Our crew, though young, and bent upon making one dreadful effort, as if by general consent, rallied and cheered; the vessels entangled at this moment in each other's rigging—victory seemed doubtful—and though short in action, each vessel bore evident marks of severe contention—each heart palpitating with emotions of the most sanguine expectations, we heard the dreadful yell of, "to board," from our opponents; each rushed to the point contended for; 'twas death, or victory!—when a most tremendous shower of grape, cannister, and musketry, from the corvette, xebec, and two forts, levelled 13 besides myself. I received the French officer's musket-ball in my breast, when, at the same moment, my well-steeled hanger halved his skull: being in a violent heat, and my shirt and handkerchief loose, the ball carried in its way three folds of my shirt, and two or three of my handkerchief, otherwise through my body day-light would have been visible. From the sudden shock of our broadside, and their failing in their attempt to board, we separated. Decks were immediately cleared of the wounded; but Monsieur, in his usual style, declined a repetition of the combat; and at the same moment the wind getting round, prevented our taking possession of the corvette, as, being so close to the shore, she



succeeded in getting under the batteries, the *Guadeloupe* being so dreadfully wounded in her hull, sails, and rigging, as to be unable to follow. Of our brave fellows who were wounded, two are since dead, the rest are recovering slowly. Thus, once more, have I narrowly escaped with my life, and am the only officer who was wounded, though our brave captain had some narrow escapes. I should not in the least regret my wound, had we succeeded in capturing the corvette, and which we inevitably should have done, had it not been for her proximity to the shore.

"I have again joined the brig at the request of the captain; and for my own comfort, should have written you before, but was not able; indeed, it is quite an exertion now to hold my pen.

"I will describe our own and our opponent's force in this place.

"*Guadeloupe*.—Fourteen 24-pounders, two long sixes, 98 men, and four boys.

"*Tactique*, French corvette.—Eight 32, eight 24, and two long 12-pounders, and 205 men.

"*Wasp*, French xebec.—Two long 24, and six 18-pounders, and 76 men.

"*North Fort*.—Four long 42-pounders, manned by soldiers.

"*South Fort*.—Nine long 32-pounders, manned by soldiers.

"*Total French*.—39 guns, and 281 men.

"The corvette lost 11 killed, and 48 wounded, 16 mortally; the xebec we can get no account of; I hope you will allow we have done our duty!"

## CORRESPONDENCE.

MR. EDITOR,

**A**GAINST the erudite authorities, adduced in the *NAVAL CHRONICLE* for June,\* to prove that the Island of Malta was not the *Melita* on which St. Paul was cast away, but that *Meleda*, near Ragusa, formerly called *Melita*, was more correctly supposed to be the island, it must be deemed matter of presumption, in an humble, unlearned, maritime individual, to offer a contrary opinion. I, indeed, stand astonished at my confidence, in attempting to give a different interpretation; but, "*magna est veritas, et prevalebit.*"

The evidence in support of the opinion, mentioned above, is, that the inhabitants of *Meleda* were termed barbarians; that venomous snakes abound there, and not at Malta; and that quicksands are in the neighbourhood of *Melida*, though not near Malta; the definition of the word *Adria* also confirming the idea, and the etymology of the tempest *Euroclydon* not being satisfactorily explained, so as to justify the determining that wind to be from the east or E. N. E.—This opinion, it appears, was

not only sanctioned by the learned Jacob Bryant, in 1767, (a man deeply read in all the usages, terms, and mythology of the ancients, and to whose authority the *Spartans* of all nations bow with reverence) but had been suggested and upheld by a preceding work of the learned Ignatio Giorgi, in 1730; and without communication with each other, these writers had respectively determined the construction of the narrative in the Acts, to apply to Melida in the Gulph of Venice.

I have not access to the works of these authors; but I take it for granted, that your Correspondent, JOHANNES, has introduced all that makes for their opinion, in a correct manner, on this subject, with the text of the sacred writer. Their alleged arguments, therefore, shall constitute the foundation of my remarks.

It is proper that I should state, that the space in the Mediterranean, which the recital includes, has been repeatedly traversed backward and forward by me in early life. Learned men do not often, and in this case especially, reason from that knowledge and experience which the navigator possesses, and is familiarized with; therefore, of many points essential to the consideration of such a question, they must be ignorant.

Before I advert to the maritime consideration, it is fair to observe, that the inhabitants of an island, separate, distinct, and midway between Italy or Sicily, and the coast of Barbary or Africa, might more likely be termed barbarians, than those of one on the western coast of the peninsula of Greece, nearly in the latitude of Rome itself, not far from the kingdom of Macedon, and close to Epidaurus; and therefore, if the Grecians were supposed to have civilized Malta, how much more probable is it, that the Isle of Melida should have been abundantly so.

My next remark is, that, if venomous serpents were frequent in Melida, and the event had happened there, of a viper seizing St. Paul's hand, the barbarians would not have been surprised thereat; but, in a place where they did not abound, the natives might naturally come to the conclusions expressed by St. Luke; and the word barbarian was often used for the natives of any distant land, by the more civilized Greeks and Romans. History abounds with instances of this appellation being so applied.

It is contended, that Melida was called Melita in St. Luke's days; and much stress is laid on the similarity of the expression or name; but no allowance or consideration seems to attach to the similarity on the other side of this question. Unless, however, by some tradition of the event, why is a part of Malta now called, Cala de St. Paul?

One further remark occurs before I bring the maritime view of the question to notice, and it respects the wind, or rather its direction. St. Luke does not himself designate the wind by the term Euroclydon, but speaks of it as one of familiar use and application amongst the mariners of that day. The learned authors, from the derivation they would affix, determine it to be a S. E. wind. That the wind must be well to the southward to drive them into the Adriatic there can be no doubt, as will be shewn hereafter; but the term Euroclydon, made use of by the seamen, I apprehend is synonymous to what those of the present day call a Levanter.

a term for those frequent and heavy gales from the eastward, which are prevalent in those seas for a length of time; and which word is not compounded of the cardinal points of the compass; but an expression equally understood, and means a gale from the east, varying a point or two at most to the north or south. Indeed, the whole of the argument to prove Melida to be the spot where the Apostle was shipwrecked, hinges upon the wind being at S. E. or to the south of it; but a gale of wind at S. E. for a number of days, I may say, never occurs in these seas in the present times, and why should it then? From the tempest continuing fourteen days, and which I have frequently known a *Levanter* to do, it might obtain the familiar designation of *Euroclydon*; but, adverting to the narrative, it appears that they sailed close by Crete, on the south side, with the wind at south, "which blew softly, but not long after there arose *against it* a tempestuous wind called *Euroclydon*." This, therefore, could not be a southerly wind, in any sense of the word. If it had been at S. E. they might have gotten also to the port of Phenice, which they had proposed to do. The only expression in the narrative, which, in my judgment, gives any colour to the idea of their reaching Melida, is the word *Adria*; but it is not unusual in these times, for the sea that borders upon an arm of the sea, or gulf, or strait, to be characterized by a name similar thereto, and hence the word *Adria* may be understood to mean off the Adriatic gulf.

I propose now to consider the maritime proceeding, as well as the reasoning that arises from it. Allowing the wind to be, as concluded by these great authorities, at S. E. the vessel could never reach Melida. It appears that she was off the S. W. end of Crete, or Candia, with such a gale that they could shew no sail, and therefore must drift. If the ship lay-to on the starboard tack, she would drive upon the Morea, a lee shore; this they were competent to understand, and wisely avoided. On the other tack, they might perchance have reached the coast of Calabria; but can any seaman deem it at all probable, that they should pass the coast of the Morea, Zanté, Cephalonia, and Corfu, and afterwards pass between Otranto and the Grecian coast, so as to fetch a place so far to the north of it as Melida, and that they should never see either coast, or know the situation they were in? No person at all conversant with navigation in those seas, would allow it to be practicable.

On the other hand, supposing the wind to be at east, and all the circumstances as described, upon the larboard tack, she would drift directly toward Malta, or the S. E. point of Sicily. Nor were they ignorant of this; for, after fourteen days, they conjectured that they drew near to some coast; and their conclusions were rational, though, through want of the sight of the sun or stars, they could not ascertain where they should fall in with land. It is here to be noticed, that they had entertained no apprehensions of falling in with any land before this period, which could not have been the case, had they drifted into or toward the Adriatic; for, long before they made Melida, they must have looked for the coast of Morea, or Otranto, or the islands. Their proceedings were consistent throughout. They sounded and had 20 and 15 fathoms water only, and knowing they



could not be far from the rocks, or shore, they anchored, and in the morning weighed and ran into a creek under some shelter, though not effectual to the saving of the ship.

In the argument used about quicksands, there is an evident incorrectness.—The quicksands which they were desirous of avoiding, apply to those on the west coast of Crete, and this is a complete misapprehension.

Should these several statements fail to prove the conviction I have endeavoured at, the following may succeed; for they give some additional weight to what I have advanced.

A ship of Alexandria, bound to Rome, wintering in the Isle, is more probable of Malta than of Melida; and if any farther confirmation of the fact be required, let it be considered that this ship touched at Syracuse, then at Rhegium, and so on.—Had the ship come from Melida, she had no business at Syracuse, unless driven thither by a gale at N.E. as it was entirely out of her course. Her route would be close round Cape Spartivento, or the south point of Calabria, to Rhegium. Could St. Luke have described it clearer as a landman? or what probability is there that the confusion should have caused 276 persons to proceed in a strange ship, from a place in the Gulf of Venice, immediately abreast of Rome, down the Adriatic, to come up on the western coast of Italy to Rome; when they might have been landed on the east coast, within a few days march of this capital? The measure would have been an absurdity.

It is with some deference, that I venture to differ from the opinions of Ignatio Giorgi (who, by the bye, being a benedictine of the congregation of Melida, had probably some view in publishing his dissertation) and more particularly so from those of Mr. Jacob Bryant, whose wonderful talents have secured him the veneration of the nation; yet I must confess my surprise at his conclusions upon this subject, which possibly may induce a doubt that, in other critical disquisitions, the same latitude may prevail; and if so, what uncertainty may be imputed to his ingenious definitions and conjectures!

I am, Sir,

Your most obedient servant,

London, 15th November, 1811.

J. C.

P.S. I have noted the two letters in your CHRONICLE for July, neither of which is explanatory; not taking into consideration the whole of the narrative, but endeavouring to substantiate the opinions of the benedictine monk, Mr. Bryant, and Johannes, from the character or direction of the wind. Admitting Mr. Bryant's construction, that the wind was an east wind, with a heavy sea, which my reasoning goes to, it is difficult to account for their reaching Melida. Seamen are as competent to decide the question as the learned. Perhaps it may be deemed more a nautical than a literary one; and the east wind blowing along the southern coast of Crete, would create a sea as tremendous as in the offing.

MR. EDITOR,

IT has been remarked by many, that the evils which the Admiralty are striving to correct, by attending to a species of information, conveyed in anonymous shapes, is both disgusting to the service, and degrading to the officers who compose it; and the misfortune is, that the human mind being composed of such changeable dispositions, it operates as an encouragement to every discontented person, to prefer complaints against his superior, whether merited or not. That seamen should be protected against tyrannical and oppressive usage, none but a tyrant will deny; but, at the same time, whilst these valuable persons are guarded against such conduct, a due respect and attention should be paid to the officer's character and feeling; not to suffer his reputation to be whispered away; not to encourage that diabolical *espionage*, that no vigilance can resist, no purity can be a shield against; and not to attend to private information, whilst the law is open to all alike. That such a change should have taken place in the Admiralty, is too notorious to be doubted; but the causes which have produced it are not equally understood. That any evil which is permitted to exist, will grow more and more noxious, from the impunity which it is allowed, is a theorem that no person acquainted with human nature will deny. From the same rule, whilst the Admiralty have overlooked circumstances which were reprehensible, from attributing them to a zealous and gallant disposition, they have occasioned their increase, until they are obliged to reform them, not by a gradual, salutary system, but by one of violence and coercion. These misfortunes may be traced, in a great degree, to a mistaken lenity shown by the Lords of the Admiralty to almost every captain, who has been dismissed from his Majesty's service for tyranny and oppression, both in the last and the present war. A sentence of dismissal from his Majesty's service, which unless the conduct of a captain brought to a court martial, and tried by his very friends and coadjutors was extremely gross and improper, could not be expected to take place, appears to me, from the evident advantages which a man is tried under, that his guilt must be so flagrant and unquestionable, that no mitigation should ever be suffered to exist in his favour; but however trivial it might have appeared to the inferior officers and seamen, had it been confined to one or two instances, what must their ideas of justice be, when Captain Lake is almost a solitary instance of not being reinstated, not only to his former rank, but to his seniority on the list of captains. Without any intention of wounding the persons' feelings who have been reinstated, I shall state the most prominent characters, with the circumstances which led to their dismissal. The first is Lord Henry Paulet, who was dismissed from his Majesty's service for striking Lieutenant Forbes, the first lieutenant of the *Thalia*, which frigate he commanded. That an officer shall expect exoneration from such a gross insult, by pleading the heat of his disposition, is monstrous; and that he should avail himself of the advantage of giving a blow, which he well knew the other could not return, was something very much resembling a cowardly act. In addition to Lieutenant Forbes's mortification, in seeing the sentence of the court-

partial subverted at home, he was punished by the commander-in-chief abroad, for not bearing his captain's anger, conveyed through the medium of his fist, by being superseded from the most eligible situation a young officer could be placed in, and appointed to a gun-boat called the *Cackofogo*.—I think no person will require an apology for not suffering the captains in his Britannic Majesty's navy, like the superior officers in the Russian navy, to cane, kick, or beat their inferior officers whenever they are displeased, therefore I shall not make any animadversions on the sentence. The next is Captain Mackellan, who was dismissed from his Majesty's service whilst commanding the *Terpsichore*, for tyranny, the particulars of which, according to report, are too gross to be stated. This officer, like the former, was reinstated in his rank, though not to give him an opportunity like the other of misapplying his power, for he was appointed to a civil situation at Halifax. The next person I shall state, was Captain T. O. Hardy, who was not reinstated to former rank in the navy, but put at the bottom of the list of captains; either, I suppose, to shew others of his rank the fatal consequences of drunkenness and tyranny, or to bestow upon him a provision from his half-pay for his former services, as having, from his age and pursuits, incapacitated himself from any other mode of livelihood. The last person I shall mention, though certainly the most flagitious, is Lord William Fitzroy, who was dismissed his Majesty's service in January last, for tyranny, but re-instated the following August. As the Admiralty Board are reputed to keep an exact register of every officer's public and private character, how easy would it be for them to make such a selection of officers whom they employ, that no danger would ensue from the tyrannical and ungovernable temper of the few, who, by their improper behaviour, bring down a stigma on the whole *corps*, and endanger the safety, peace, unanimity, and good-will, which must exist between each class, to secure the honour and advantage of the service at large. It is lamentable for the nation, and distressing to the navy, that such a system of venality should be suffered to exist; that situations should be given away, not according to the standard of men's worth, but from the weight of interest which they bear in the commonwealth. The time is fast approaching, when the whole energy of the service will be required, to keep the enemy from wresting the trident of the sea from us. May ministers, by a timely reform, enable us to do it with proper effect, is the most ardent wish of the writer; but, unless other measures are adopted, that the navy will degenerate, is the faithful opinion of every well disposed and loyal seaman.

VERITAS.

MR. EDITOR,

SO much publicity was given to the loss of the *Dover* frigate,\* and to the inconsiderate report of the total loss of her crew, that it may be satisfactory to know, that a naval officer has arrived, who left Fort St. George after the late dreadful hurricane at Madras, and who had ocular de-

\* Vide page 336.



monstration that not a single person on board the *Dover* was injured, except her anxious commander, Captain Tucker; who was badly hurt, and narrowly escaped the loss of a limb, from his successful exertions to save the lives of her crew.

As a benefit may possibly arise from shewing how much may be accomplished with a small force, conducted by skilful courage, it is strongly exemplified by detailing the arduous and important services of the *Dover* for the last eighteen months she was employed. At the end of 1809, that ship blockaded Java, where she captured twenty sail of merchant vessels. In February, 1810, Captain Tucker, in the *Dover*, accompanied by the *Cornwallis* frigate, Captain Montague, and the *Samarang* sloop, Captain Spencer, with only 200 troops, after being four days in sight of Amboyna, stormed and carried that fortress, at noon-day, although it was defended by 1,200 men, infantry and artillery, besides 200 seamen, and batteries mounting 213 guns, prepared with red-hot shot. This little squadron afterwards reduced five settlements dependant on Amboyna: *Saparocca*, *Haroeke*, *Noossalaut*, *Manippa*, and *Boer*. In March, it captured the *Isle of Puloay*, with ten sail of armed vessels; in June, the settlement of *Mernhado*: and in August, with only 100 troops, after a spirited contest, the strong fortress of *Ternate* was taken, which, in the late war, twice beat off a greatly superior force, and ultimately surrendered through the treachery of its defenders.

Important as the conquest of these islands may appear in a military point of view, by so small a force as two frigates and a sloop, yet those who know them locally, and reflecting upon the limited resources of Captain Tucker, will consider him, if possible, entitled to greater praise for his address and judgment in removing so large a garrison, finding subsistence, and protecting them for twelve months before reinforcements were received from India. After this brilliant career of the *Dover*, she arrived in the roads of Madras without the loss of a single man by sickness; and in such a complete state, that Captain Tucker, with his usual bravery, immediately volunteered his ship, for the expedition then about to sail against *Batavia*: but circumstances prevented his accompanying it; and in a few days afterwards occurred the loss of this most active vessel, as already known.

I am, &c.

B. D.

MR. EDITOR,

Greenwich, November 11, 1811.

**T**HOUGH you have not thought proper to insert the whole of the paper I sent to you, yet I feel obliged by your having given any part of it a place in the *NAVAL CHRONICLE*.

My paper stated, that Lord Barham had passed the *best* thirty years of his life at sea; whereas the *NAVAL CHRONICLE* makes me say, that Lord Barham had passed the *last* thirty years of his life at sea; and it must be well known to you, that his lordship has been employed in high civil situations during the whole of that period.

The liberal and judicious remarks of the *BRITISH CRITIC*, the *MONTHLY REVIEW*, and the *NAVAL CHRONICLE*, cannot fail to aid the circulation of Admiral Patton's book ; but it will soon have even a more able patron, in the well-grounded terror that will occupy a considerable portion of the public mind.

I am, Sir,

Your most obedient faithful servant,

AN OLD NAVAL OFFICER, AND OF  
NO PARTY.

\* \* It is proper to observe, that this Correspondent's lucubrations occupy a space in the present volume, from page 291 to page 296 inclusive ; which is, of itself, a sufficient answer to his implied discontent at any abridgment which might have been made of his communication. The fact, however, is, that no curtailment of the slightest importance took place ; nor, with the exception of one passage, which must (without producing any good effect) have proved personally obnoxious to a naval officer, who has long been employed in the service of his country, was the least alteration of sentiment attempted. The error of *last* for *best*, relating to Lord Barham, was merely typographical ; and resulted from the word having been blotted in the M.S.—ED.

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PLATE CCCLI.

**T**HE annexed plate represents H. M. sloop *Philomel*, commanded by Captain Guion, chased by a squadron of French men of war, off Toulon, and rescued by the *Repulse*, of 74 guns, Captain Halliday.

This affair, which reflected so much credit on the commander of the *Repulse*, never having been noticed as it deserved, more from the modesty of Captain Halliday, than from any difference of opinion on the subject, we have much pleasure in thus recording and describing it in the *NAVAL CHRONICLE* ; particularly as, by Captain Halliday's exertions alone, the *Philomel* was preserved from capture.

On the 31st of August, 1810, two storeships, which had been blockaded by the in-shore squadron at Porquerolles, for three weeks, attempted to get through the *Petit Passe*, where the *Philomel* was stationed to prevent them. To aid them in the accomplishment of this object, four frigates (Nos. 4, 5, 6, and 7) and six sail of the line, came out of Toulon, and fetched up to the *Passe*. The advanced frigates were driven back by the *Repulse* ; but the store-ships pushed by the *Philomel*, and the French squadron made sail in chase of her and the *Repulse*, and in a short time gained so much on the *Philomel*, (No. 2) that she must have fallen, had not the *Repulse* (No. 1) shortened sail, bore up, and engaged the three headmost frigates. The *Majesteux* (No. 9) and the line-of battle ships (Nos. 10, 11, 12, 13, and 14) were so close up, that they fired on the *Philomel*, and two more sail of the line came out and joined in the chase. The British fleet were out of sight, to leeward, off Bandol ; and the *Alceste* crossed a ship of the line, which took her station off Cape Sicie, to cut off the *Philomel's* retreat towards the fleet.

## STATE PAPERS.

## EAST INDIA SHIPPING.

SUPPLEMENT TO THE EXPOSITION OF THE STATE OF THE COMPANY'S  
FINANCES; DATED 1ST APRIL, 1808.

*Accompaniment to an Estimate of the Loss sustained by the East India  
Company, by the Capture and Wreck of Shipping, in 1807-8, and 1808-9.*

*Ordered by the House of Commons, to be printed 22d May, 1810.*

(Concluded from page 411.)

*The subjoined Extracts were annexed to the preceding Report of  
Mr. George Millett's.*

**F**IRST, from the French.—In the neighbourhood of the islands Mauritius and Bourbon, storms are liable to happen from November to May, which are sometimes very severe; but the dreadful hurricanes which have been frequently experienced in those seas generally happen in December or March, and sometimes in February or April.

At Mauritius, a hurricane or storm is expected annually, in December, and generally in March. They blow with more fury at Bourbon than at Mauritius; and as the distance eastward from these islands is increased, their violence is proportionably abated.

The hurricanes are generally preceded by calms, or faint baffling winds, and sultry weather, with a sudden fall of the mercury in the barometer. They blow with irresistible fury, and shift suddenly round to different quarters. Abbé Rochon states the velocity of the wind to exceed sometimes 150 feet in a second, or 88 miles per hour. He was at Mauritius during the hurricane in March, 1771; but one which happened in February the same year was more severe. In this hurricane, the Mars, of 64 guns, had her main-top-mast broke short off close to the cap, although struck at the time, so great was the force of the wind.

These hurricanes generally happen within a day or two of the full or change of the moon, particularly if the perigee or apogee coincides with those phases. They continue sometimes to blow furiously for eighteen or twenty hours, and some gales of wind have been known to prevail from two to three days. At the commencement of a hurricane the clouds become overcharged with vapour, and their aspect dusky black, intermixed with red; torrents of rain frequently issue from them during the strength of the storm; the sea is greatly agitated at such times, and the waves running in contrary directions impinge against each other with great fury. Ships which pass near these islands, between the months of November and May, more particularly in December and March, ought to be prepared for a storm, for they give very little warning.



The hurricanes have been known to extend sometimes to the tropic, or rather beyond it, to  $23\frac{1}{2}^{\circ}$  or  $24^{\circ}$  south latitude. As they blow with greatest violence in the neighbourhood of the islands, several French vessels have perished at various times, when passing between Mauritius and Bourbon, and others that were driven to sea from the latter island.

Second.—Extract from the *Oriental Navigator*:—"The winds at Diego Rais blow constantly between the east and south-east, sometimes very strong gales, with showers of rain; but more frequently fresh gales, with fair, cloudy, or hazy weather. Sometimes the weather is moderate, clear, and fair, and the sea remarkably smooth for several days together; but it is calm very seldom.

"The island is subject to hurricanes, and in the stormy months, which are January, February, and March, they are sometimes very violent. It has been observed at Mauritius, that when the velocity of the wind in the most impetuous hurricane exceeds 140 feet in a second of time, nothing is able to resist its fury. The sudden and extraordinary variation of the barometer in those latitudes between the tropics, is the only sure indication they have to foresee a hurricane and prepare against it, a few hours before it begins."

Third.—Extract from *Horsburgh's East India Directory*:—"It must also be observed, that there is a kind of northerly monsoon in the vicinity of Mauritius and Bourbon, from November to April, during which period the winds are very variable, often from north-east to north-west, particularly from the latter quarter. From November to May, a gale of wind may happen in these seas. At Bourbon there is generally one or two each season, and in some years a hurricane; although the latter have been known to happen in December at Mauritius, also in January and February, they are more liable to be encountered in March or April, when they blow very severe."

*Copy of a Letter from Robert Williams, Esq. dated 5th January, 1810, addressed to the Joint Committee of Warehouses and Shipping.*

GENTLEMEN,

In compliance with your wishes, that I should form some professional opinion concerning those ships in the Company's service which have far exceeded their expected periods of arrival, I lament to say, that from the lapse of time which has already taken place, together with the tempestuous weather, proved in evidence, that they had to encounter, there is but little hope, even to the most sanguine and interested mind, to look for any further intelligence that may change the present appearance of those disasters which I am grieved to think have already befallen them; their safety being in my mind barely within the limit of possibility.

In reviewing this history of melancholy and too probable events, I have endeavoured *studiously* to avoid any elaborate discussion on the general principle or causes on which conjecture has already had so considerable an influence in irritating the public mind, as well as wounding the feelings

of the friends and relations of those whom misfortune may have subjected to such accumulation of calamity and distress; I, therefore, confine my observations to the evidence which has appeared under the investigation so properly set on foot, and so loudly called forth, for the sake and satisfaction of all concerned; and I beg leave to say, that my opinion must be formed from the collective evidence of professional and experienced officers, who were themselves involved in the same risk, and whose ships were subject to the same storms.

In order then to examine as accurately as possible, and to report only from such evidence, which I may say has been given in the strongest terms of nautical and experienced knowledge, I have duly arranged in my own mind the causes which were most likely, under all circumstances, to produce the feared effects; and have drawn my conclusion from information which, with great anxiety and care, I have distinctly examined.

The first of these conjectural causes which I proceed to investigate is the want of men, so consequential is the general system of security, without whom it is evident nothing but misfortunes of the most dreadful nature can be attendant on ships when contending against the impetuosity of such winds and waves. Instances, I am sorry to say, are to be found upon your records, where impressing from the company's ships for his Majesty's service has been carried to an unwarrantable and dangerous degree; yet I shall view those general and important facts as a subject of future inquiry, and merely state, for the information of the committee, if from the evidence it appears to form in these particular disasters any part of their consequences.

The fleet, consisting of the ships named in the margin,\* under the command of Sir Edward Pellew, were overtaken by the first gale, in which began their misfortunes, about the latitude of  $22^{\circ} 30'$ , and longitude  $61^{\circ}$  east, being within the limits and influence of those tremendous storms and tempests sometimes met with near the Mauritius and the adjacent islands, generally between the months of November and May, according to the reports of the most experienced writers and navigators; and it is a fact tolerably well established, that when these gales are succeeded by one from nearly the opposite quarter, they are attended with such peculiar fury that they become irresistible.

It appears in the evidence, that the storm of the 14th March, 1809, came on in the usual way, yet giving time for all to be prepared against the worst; and I have to observe, with a considerable degree of pleasure, that at this period the exertions of the whole fleet seem to have been marked with that caution and ability which are ever so conspicuous in the character of British navigators; and it is a fact also to which I beg to draw the attention of the committee, that the ships were very early prepared to

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\* Regular Ships:—William Pitt, Calcutta, Lady Jane Dundas, Hugh Inglis, Jane Duchess of Gordon, Earl of St. Vincent, Bengal.

Extra Ships:—Sovereign, Sir Wm. Bensley, Huddart, Harriet, Euphrates, Euphrates, Northumberland, Lord Eldon, Indus.

meet every event that could be looked for, and that no *material* accident by loss of sails or masts appears at all to warrant, on the first view of the supposed case, a *want of men*.

In following this material conclusion, on further evidence, I must observe, that till the moment of separation of the ships from each other, not one signal had been displayed from any ship that could denote a want of men, nor any sort of appearance of *distress* that evinced any difficulty arising from this supposed want; on the contrary, two of the missing ships, viz. the Calcutta and the Bengal, were considered to rank among the best manned ships of the fleet.

When the storm had increased to excessive violence, and the weather became so thick that the admiral could be no longer seen, it was then the necessary duty of each commander to be his own pilot, and to follow the dictates of his *best* judgment for the safety of his vessel; at this time we find a difference of nautical opinion, some commanders having brought their ships to, while others run before the gale; but the difference of this conduct I do not apprehend had altogether a reference to the immediate safety of the vessels in the storm against which they had to contend, but also as to the opinion of what might be the general conduct of the fleet and its commanding officer, under the pressure of all the existing circumstances.

It also appears, from the evidence of several of the commanders, that though many of the ships had a considerable number of men impressed from them by his Majesty's officers in the course of the voyage, yet the complement and quality were in a great measure supplied by Danish prisoners, or good Lascars, and therefore the ships, generally, were considered by the commanders themselves to be in some instances well manned, and in others tolerably so; and it is acknowledged by one commander in particular, that his ship was considerably better manned than on his former voyages (his crew consisting of 48 Europeans, and 27 natives of India); and it also appears, from the evidence of another commander, that he had 65 Europeans and 44 good Lascars: but among all these it is *remarkably stated* in the latter evidence, that they had only one relief for the helm in such tempestuous weather; and though there appears in this solitary instance to be an extraordinary want of *good* helmsmen, yet this ship (which had been brought by the lee in scudding before the gale, and certainly was one of the weakest in her crew, by the particular circumstances already described) arrived in safety without any particular or serious accident, while those which were considered among the strongest are yet missing!!!

In this business it is proper to draw the attention of the committee to the situation of the ships Sovereign and Indus, which I state from the evidence of their commanders, to be amongst the worst manned ships of the fleet, and certainly under very peculiar difficulty and danger from the shipping of water and from other causes, which obliged them to keep their pumps constantly going, and to throw overboard a considerable quantity of cargo; nevertheless, their crews were equal to all this labour, in addition to their other necessary duty. These ships have also arrived in safety.



The ship *Sir William Bensley*, which encountered the difficulties of the second storm, as also those of the first, threw overboard 12 of her guns, and she is also arrived.

Considering then the substance of the evidence which is before you, I am clearly and decidedly of opinion, that the want of men, generally speaking, formed no part of the disasters of this fleet. At the same time I have no hesitation in saying (from all the information I can possibly collect on the present mode of impressing men from the company's ships), that unless some substantial measure can be devised and adjusted between the Admiralty and the Court of Directors, we may regard with a considerable degree of apprehension the safety of our Indian fleets; which will be exposed to very hazardous results, more fatally comprehensive than even those now before you.

I now proceed to investigate, from the same evidence, the next supposed cause, namely, that of improper lading. On examining the evidence of this second supposed cause, it appears, that the ships of this fleet were considered to be, in general, *deeper* laden than usual, but certainly not so heavily laden in any degree as to ascribe their loss to such a circumstance; and although many of them had a larger proportion of saltpetre as cargo than what is usual, yet they landed fifty tons of their iron kintledge; and it may be proper to draw the attention of the committee to this observation, that the ships having been some time at sea before they were overtaken by those dreadful gales, they had certainly become lighter from the necessary expenditure of water and provisions.—The *Calcutta* appears by the evidence to have drawn about 23 feet 6 inches on leaving India, and is reported by the same evidence to have been laden considerably by the head; and as the company's ships in general are in the same sort of trim, and the *Calcutta* was particularly by the head, we may infer therefore, that if this ship could have been brought on an even keel, she would not have exceeded in any material or dangerous extent her exact or proper draft of water.

The evidence also states *that* ship to have sailed well; a circumstance which could not have been the case if laden too deeply; she was perfectly tight and well managed, but painted so as to look deeper than any other ships, which may have given cause for any opinion formed only from her appearance.

The *Bengal* is reported, also from evidence, to have drawn about 23 feet, which is something lighter, and is represented, in other respects, nearly in the same state of lading.

The *Lady Jane Dundas* not very deep, her lading much the same as the other two.

But the ship *Jane Dutchess* of *Gordon* appears to have been laden in the customary manner, with 5,000 bags of saltpetre instead of 7,000, and with her usual quantity of kintledge on board; she is reported by the evidence to have drawn 23 feet forward on her leaving India, a draft of water corresponding with the two former ships, whose lading had been varied from the usual custom (namely, the *Bengal* and *Lady Jane Dundas*),

but lighter by some inches than the Calcutta; notwithstanding which, the Jane Dutchess of Gordon is considered by one commander to be very deep, and by another only in a fair sailing trim; yet under such difference of opinion it clearly appears that the lading of these ships had not been such as ought to warrant any belief that they had foundered from this immediate cause. And as it appears, that in the instances of the ships Sovereign, Sir William Bensley, and Indus, that their commanders judged proper to throw overboard either some of their guns or part of their cargo, for the purpose of easing their ships, why may we not conclude that the commanders of the missing ships (who are known to have been men of equal talents, and *experienced officers*) would have resorted (if necessary) to the same means (which were within the reach of all), particularly as they presented the only remedy that could possibly occur to the most uninformed persons, to save their ships from sinking; from such a cause I am therefore quite of opinion, that the missing ships have *not* been lost through their depth of lading. But the ordered course of the ships appears (in the opinion of the commanders) to have led them too near the French Islands, under an idea, that if they had been 10 degrees further to the eastward in their latitude, they might have escaped the fury of the gales. The commander of the ship Sir William Bensley is the only one who thinks that by so doing they would not have escaped the storms in this instance. I have myself been several times off these islands during the stormy months, and never met with them, and that gales of a similar strength (without searching for any philosophical causes) are in this ocean not confined to the situation in which they were met with by this fleet, may be proved by many instances, but in no one more strongly than by the misfortune of that fleet, of which we lament that there are three ships missing.

Having collected from the evidence, that the misfortunes of the missing ships have not originated from any of the preceding causes. I can have but little hesitation in believing they have fatally suffered from stress of weather. I beg to draw at this time the attention of the committee to these particular and important facts; that the four missing ships, Calcutta, Bengal, Jane Dutchess of Gordon, and Lady Jane Dundas, when last seen in company with the fleet, were under the same sails, differing in that particular from every other ship in the fleet, namely close reefed main-top-sails and fore-sails; it is stated to have been *then* blowing a storm of wind, and if these ships, so peculiarly circumstanced, had broached-to in such a storm, and such a sea, under those *particular sails*, or had been taken in the violence of the N.W. gust, which in some situations brought on the second gale, my opinion is not only supported by those of several commanders, but I will risk it in the judgment of all professional men, if the most serious and alarming consequences might not be apprehended; but if by any means they have escaped any particular disasters from *such* a cause, it may be fair to suppose they have like others run into a second gale, which, though differing as to its course and violence, seems in some particular situations to have blown with redoubled fury, and in which the

*Nereide* frigate lost her masts and was nearly foundering. And though there is some difference in the opinion of the commanders respecting the fate of these ships, two believing that they may have been dismasted and put into Madagascar or the coast of Africa, while another thinks it possible, from some misfortune, they may have gone to New Holland, yet in my idea, the chances of either is formed upon data so feeble and improbable, that I cannot concur in this opinion, with any degree of sanguine or favourable expectation.

If it should be conjectured why the company's ships have been subjected to such misfortunes beyond any other, as in the present instance, the reason to me appears that they navigate those seas in a far greater degree than any other, the Americans excepted; and as these American ships generally sail singly, or two together, and as a storm of any sort, when it does happen, can only destroy the number of objects within its influence, and when amounting by comparison to such an inconsiderable number, the chance and extent of accident become considerably diminished, and their losses, if any, will from such a circumstance form no very conspicuous account in the catalogue of events; while the company's ships, sailing in large and extensive fleets, are exposed, from delays of various sorts, to those dangers, which in the course of the last twelve months, have fallen in a most unexampled degree on two of their fleets, with such extensive and dreadful consequences.

I have the honour to be, Gentlemen,

Your obedient humble servant,

(Signed) R. WILLIAMS.

*East India House, 5th January, 1810.*

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## HYDROGRAPHY.

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### IRISH CHANNEL.

*Liverpool, 19th November, 1811.*

**T**HE Trustees of the Liverpool Docks and Harbour give notice, that the late surveys of the different channels to the said harbour are now completed; and that the following Land-marks and Buoys have been placed in the situations described, and for the purposes hereafter mentioned:—

Two new land marks are erected upon Hilbre Island, as leading marks to sail through Hilbre Swash, which is an excellent channel for sailing into, or out of, Hoylake, and into the river Dee.

A red-and-white striped buoy is placed on the north-east spit of West Hoyle, and denotes the north entrance into this Swash; and a black buoy is placed on the south-west spit of East Hoyle, to shew when to haul up into Hoylake.

A black buoy is placed upon the south-west spit of Barbo Flats, commonly called the North Bank.



The Bootle land marks are placed in their true bearings as leading marks from the easternmost black buoy on the larboard hand (commonly called the Brazil buoy), into the river Mersey.

A new land mark is erected in the true bearing with the higher land mark at Formby, to serve as leading marks from the buoy coloured black and white in the Fairway Channel, to the east buoy on the starboard hand called Jordan's Buoy.

All the former erroneous land marks are taken down.

The light from the higher Hoylake lighthouse will be exhibited, or diverge further to the westward than it hath been accustomed to be seen, upon and after Friday night the 6th of December next, in order to avoid the north-west spit of Hoyle.

### EASTERN OCEAN.

*Dangers and Small Islands among the N.E. Archipelago of Madagascar, which are not laid down in the Charts, and which have been lately discovered.*

1. At 15 or 18 miles in the N.N.E. of Remira or Eagle Island, there are two small islands very near each other, on which H. M. S. Spitfire was lost 21st of August, 1801, the longitude observed by the commander was, on the southernmost island,  $54^{\circ} 9' 28''$  E. Latitude  $4^{\circ} 55' S.$ \*

2. At 4 miles in the N.W. by N. of Remira Island, there is a reef.

3. At 15 to 18 miles to the southward of the Island of Aroto, there is a coral reef.

4. At 18 miles in the W.S.W. of the island of Poivre, (southernmost of the Amirantes) there is a small island of sand.

5. In the middle of the channel between la-Digue and Praslin islands, there are two rocks near each other, at the edge of the water.

6. At 1 and a half mile to the east of the rocks called the *Chimneys*, on the bank of the Seychelles, between Praslin and Mahé islands, there are several rocks at the water's surface, on which the French frigate the *Regenerée*, was very nearly lost, being in chase of a vessel when she struck.

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\* These islands are called by Horsburgh the African isles: Mr. Campbell, the commander of the Spitfire, with four men, left them in a small boat on 27th; saw Silhouette 29th, reached it 31st, and got a supply of water and cocoa-nuts: he then departed and reached Mahé road 2d September, where he found the *Sybilie* frigate, Captain Adam, who proceeded to the islands for the remainder of the Spitfire's crew. These dangers have been recently noticed by Arrowsmith: but he has laid them down in  $5^{\circ} S. 52^{\circ} 30' E.$  which is very different from the observations of Captain Adam. The Requisite-Tables place the Seychelles collectively in  $4^{\circ} 35' S. 55^{\circ} 35' E.$  Silhouette island was explored by the Eagle cruiser from Bombay in 1771, and found to be about one mile in length from N. to S. the latitude  $3^{\circ} 40' S.$  and longitude  $54^{\circ} 44' E.$  from London, by account from Seychelles, and in  $54^{\circ} 40'$  by observations.

7. At 1 and a half mile distant from the same Chimneys, in the N.E. there are also several rocks just under the water.

8. At 1 and a half mile to the N. W. of the Mamelles, there are several rocks.

9. In the S. S. E. of Cosmoledo, from the easternmost part of it, to the distance of 24 to 27 miles, may be seen the Island Astore, the existence of which was doubted; it is six miles in circumference, and is in lat.  $10^{\circ} 12' S$ .

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SPAIN.

| Places. | Latitude N. | | | Longitude, from Greenwich. | | |
|----------------------------------|-------------|----|----|-------------------------------|----|-------|
| | ° | ' | " | ° | ' | " |
| ALICANT | * 38 | 20 | 41 | 0 | 28 | 35 W. |
| Almeria | 36 | 51 | 0 | 2 | 31 | 0 W. |
| Balaguer | 40 | 59 | 30 | 0 | 59 | 15 E. |
| Barcelona | 41 | 23 | 8 | 2 | 12 | 0 E. |
| Bilbao † | 43 | 24 | 0 | 2 | 54 | 0 W. |
| Cadiz (observatory) | * 36 | 32 | 0 | 6 | 17 | 15 W. |
| Cape Cope | 37 | 24 | 40 | 1 | 31 | 40 W. |
| — Creux [<i>Pyrenae</i>] | 42 | 19 | 35 | 3 | 17 | 10 E. |
| — Cullera | 39 | 9 | 0 | 0 | 10 | 40 W. |
| — Finisterra ‡ | C. 42 | 54 | 0 | 9 | 16 | 0 W. |
| — Gat | 36 | 44 | 0 | 2 | 12 | 40 W. |

† This is a confined harbour, and has not sufficient water for large ships over the bar. Off the eastern point of its entrance there is said to be a reef of rocks, having anchorage 7 or 8 fathoms within it, between the point and pier, where vessels lie sheltered from a N.W. wind. Bilbao is not named in the Requisite-Tables, 1802.

‡ Horsburgh, in Directions for sailing to and from the East Indies, &c. (Part i, 1809) places this promontory 2 minutes more westerly; and the same writer judiciously recommends, after leaving the channel, if the wind continues fair, to steer a course so as to pass Cape Finisterra at 50, 40, or not less than 20 leagues distance; both for the advantage of getting the sooner out of cold weather, of meeting the easterly swell and current that sometimes sets into the bay of Biscay, particularly from March to November, owing to the prevailing winds, and of avoiding the more certain consequences of standing southward too soon in gloomy blowing weather; a deplorable example of which may be adduced:—H. M. S. Apollo, with 69 ships under convoy for the West Indies, sailed from the Cove of Cork 26 March, 1804, with a fair wind blowing strong, they steered W.S.W. till the 31st; the wind then came more westerly. At noon, April 1, the latitude (observed) was $40^{\circ} 51' N$. longitude (by account) $12^{\circ} 29' W$. At 3 P.M. the wind shifted to S.W. and increased to a gale, with a heavy sea; they stood S.S.E. and the following morning, at half-past three o'clock, the frigate and 40 sail of the convoy struck on the coast of Portugal, in latitude $40^{\circ} 22' N$. about three leagues northward from Mondego. They did not think they were near the coast, judging most probably the dead reckoning would not be much out in 6 days, and not allowing sufficiently for the effect of an easterly current. In the Requisite-Tables (3d ed.) Cape Finisterra is $9^{\circ} 18' 24'' W$.

| Places. | Latitude N. | | | Longitude, from Greenwich. | | |
|--------------------------------|-------------|----|----|-------------------------------|----|-------|
| | ° | ' | " | ° | ' | " |
| — Machichaco | 43 | 28 | 0 | 2 | 39 | 48 W. |
| — Nau | 38 | 44 | 40 | 0 | 11 | 10 E. |
| — Oropeza | 40 | 5 | 33 | 0 | 8 | 15 E. |
| — Ortegal | 43 | 45 | 40 | 8 | 47 | 45 W. |
| — Palos | 37 | 37 | 15 | 1 | 41 | 0 W. |
| — Prior | 43 | 34 | 15 | 8 | 11 | 30 W. |
| — Sacratif | 36 | 41 | 0 | 3 | 27 | 0 W. |
| — St. Antonio | 38 | 49 | 50 | 0 | 9 | 20 E. |
| — San Sebastian | 41 | 53 | 20 | 3 | 9 | 30 E. |
| — Salou | 41 | 4 | 30 | 1 | 12 | 40 E. |
| — Tortosa | 40 | 43 | 55 | 0 | 56 | 20 E. |
| — Toza | 41 | 42 | 50 | 2 | 55 | 25 E. |
| — Trafalgar | 36 | 10 | 15 | 6 | 0 | 0 W. |
| Carthagea | * 37 | 35 | 50 | 1 | 0 | 0 W. |
| Chipiona (point) | 36 | 44 | 18 | 6 | 24 | 0 W. |
| Ferrol | * 43 | 29 | 0 | 8 | 15 | 30 W. |
| Fuenterabia | Δ 43 | 21 | 36 | 1 | 47 | 15 W. |
| Gibraltar (Europa point) | 36 | 6 | 30 | 5 | 19 | 31 W. |
| Madrid (grand place) | * 40 | 25 | 18 | 3 | 42 | 5 W. |
| Malaga | * 36 | 43 | 30 | 4 | 24 | 0 W. |
| Mont-Lauro | 42 | 43 | 47 | 8 | 57 | 22 W. |
| Palamos | 41 | 51 | 10 | 3 | 5 | 0 E. |
| Peniscola | 40 | 22 | 40 | 0 | 29 | 30 E. |
| Molinos (point) | 36 | 37 | 15 | 4 | 28 | 30 W. |
| Porto-Galette | * 43 | 20 | 10 | 2 | 53 | 20 W. |
| San-Sebastian | * 43 | 19 | 30 | 1 | 58 | 0 W. |
| Sant' Ander | * 43 | 28 | 20 | 3 | 39 | 50 W. |
| Santona | * 43 | 26 | 50 | 3 | 18 | 20 W. |
| Stanque de Vares | 43 | 47 | 25 | 7 | 34 | 30 W. |
| Tarragona | 41 | 8 | 50 | 1 | 19 | 30 E. |
| Vigo | 42 | 13 | 20 | 8 | 33 | 30 W. |

PORTUGAL.

| | | | | | | |
|------------------------------------|------|----|----|---|----|-------|
| Aveiro | * 40 | 38 | 20 | 8 | 39 | 45 W. |
| Cape Espichel | Δ 38 | 24 | 54 | 9 | 13 | 33 W. |
| — Roxent [the Rock] | Δ 38 | 46 | 0 | 9 | 30 | 21 W. |
| — Santa Maria | Δ 36 | 55 | 24 | 7 | 47 | 15 W. |
| — San Vincente | Δ 37 | 2 | 54 | 9 | 9 | 39 W. |
| Coimbra | * 40 | 12 | 30 | 8 | 24 | 45 W. |
| Lagos | Δ 37 | 6 | 0 | 8 | 49 | 3 W. |
| Lisboa, Lisbon (observatory) | Δ 38 | 42 | 20 | 9 | 8 | 33 W. |
| Oporto (the Bar) | 41 | 11 | 15 | 8 | 39 | 30 W. |

ISLES OF SPAIN AND PORTUGAL.

| | | | | | | |
|--|-------|----|---|---|----|-------|
| Alboran | C. 35 | 57 | 0 | 3 | 0 | 40 W. |
| Berlinga (middle of the greater) | Δ 39 | 27 | 0 | 9 | 30 | 57 W. |

| Places. | Latitude N. | | | Longitude, from Greenwich. | | |
|------------------------------------|-------------|----|----|-------------------------------|----|-------|
| | ° | ' | " | ° | ' | " |
| Cabrera | 39 | 7 | 30 | 1 | 40 | 10 E. |
| Colombrette | 39 | 56 | 0 | 0 | 44 | 20 E. |
| Iviza | * 38 | 53 | 16 | 1 | 29 | 12 E. |
| Mallorca, Majorca (Cape Fera) | 39 | 42 | 12 | 3 | 31 | 40 E. |
| ———— (Cape Formenton) | 39 | 57 | 15 | 3 | 18 | 30 E. |
| ———— (Palma) | 39 | 33 | 30 | 2 | 40 | 30 E. |
| Minorca (Cape Bajoli) | 40 | 2 | 45 | 3 | 52 | 5 E. |
| ———— (Mola-de-Mahon) † | 39 | 51 | 10 | 4 | 25 | 28 E. |
| Tariffa | 36 | 0 | 30 | 10 | 15 | 45 W. |
| Tagomago | 39 | 0 | 30 | 1 | 40 | 20 E. |

I. S. S.

PLATE CCCLII.

AT the eastern extremity of Europe, a triangular promontory advances towards Asia. It's point meets and repels the currents of a winding channel, antiently denominated the Thracian *Bosporus*; through which the Euxine waters flow incessantly towards the Mediterranean.

Labitur et labetur in omne volubilis ævum.†

The northern side is bounded by a branch of the same channel which penetrates the main land to form an haven perhaps the most commodious in the world, and which the antients called *chryso-kerus*, or “the golden horn.”§ The southern side is washed by that expansion of the streight formerly called the *Propontis*, now the sea of Marmora.|| The base of the triangle

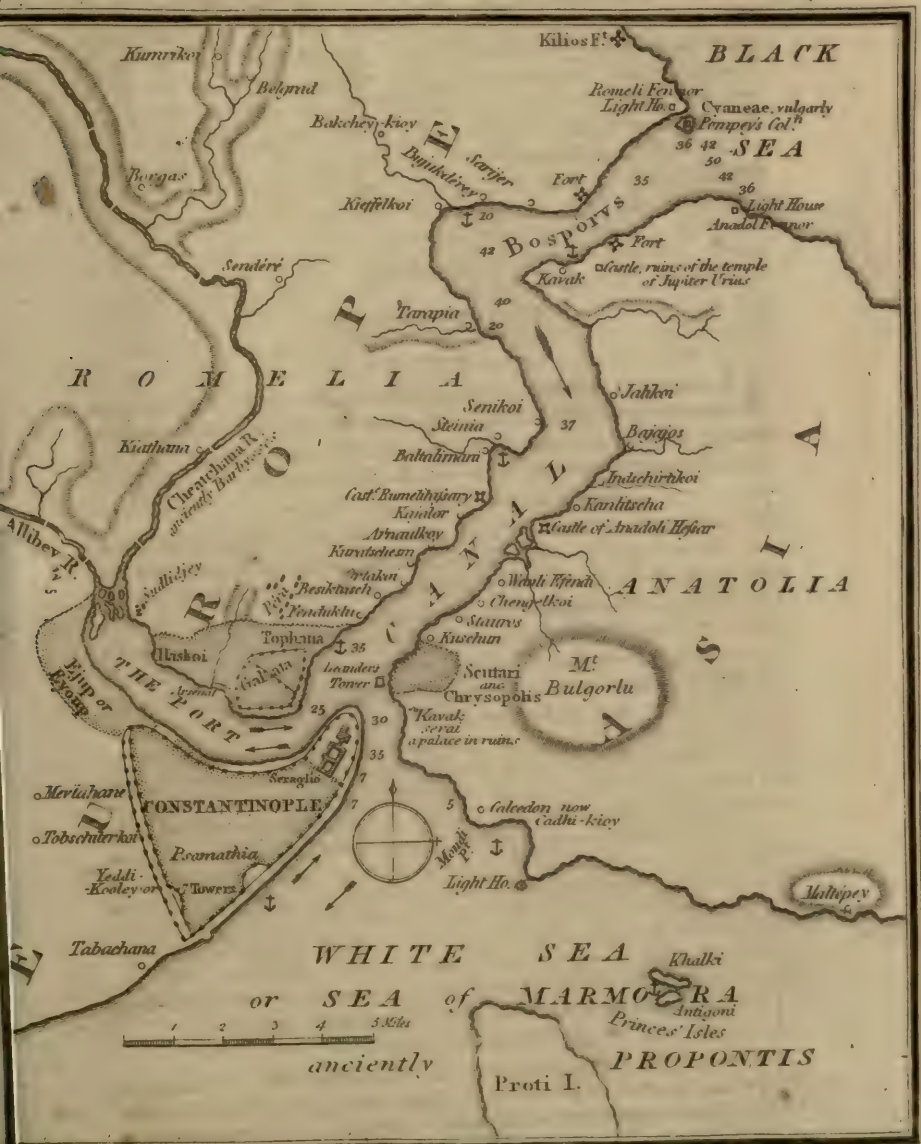
† Mahon (from the northern entrance of which harbour Cape de la Mola stands about a mile eastward) has been generally estimated in the navy as lying in longitude $3^{\circ} 46'$ E. from Greenwich. The R. T. make Port Mahon $39^{\circ} 48' 30''$ E. In the *Dictionnaire géographique portatif* (Paris, 1795) Bastien, after Vosgien and Echard, places Fort St. Philip, which stands on the southern point of the harbour's mouth, in longitude $21^{\circ} 18' 30''$ E. from Ferro; which last is in $13^{\circ} 9' 45''$ W. from Greenwich. The French observations adopted in de la Rochette's topographical map of Minorca, 1780, give $15' 25''$ difference of time between Fort St. Philip and London. Arrowsmith (1810) lays it down in longitude $4^{\circ} 45'$ E. from Greenwich. The longitude given in this table is adopted from the joint authority of the French mathematicians, Delambre and Buache. —While the mean of a month's set of observations on board H. M. S. *Fame*, in 1809-10, gives $4^{\circ} 24' 30''$ for the usual anchorage of ships of war in Port Mahon.

‡ “Ceaseless it flows, and will for ages flow.” HORACE, epist. 2.

§ Strabo, x, 492, P. Gill. *de Bosp. Thrac.* i, 5.

|| Although there is every probability that the modern name of Marmara or Marmora be derived from the island of that name, a rock of marble, which bears a Turkish appellation, *Mermer*, of the same signification; yet it has been thought

THE PORT AND CANAL OF CONSTANTINOPLE.





1811-1812

1813-1814

1815-1816

1817-1818

1819-1820

1821-1822

1823-1824

1825-1826

1827-1828

1829-1830

1831-1832

1833-1834

1835-1836

fronts the west, and connects it with the continent of Europe. The surface of this area is intersected by seven hills, from whence the eye commands the greater part of the Propontis, and can even discern the summit of the Bithynian Mount-Olympus.

Hither it was that the navigator Byzas,* reputed son of Neptune, conducted a colony from Argos and Megara, and here he founded the city of Byzantium. This name, Chryso-keras, according to some, was derived from *Keroessa*, mother of Byzas:† but others explain it as borrowed from the horn of Amalthea, and descriptive of the excessive riches that arrived in this port from all parts, and of the consequent abundance that reigned there.‡ One classical author, of no mean authority,§ asserts, that the denomination in question arose simply from the configuration of the gulf, which by its curvature and recesses, represents with tolerable similitude the horn of a stag. Certain it is, that the name, from whatever source, was given with much reason. Its entrance was formed by three promontories; the *Acropolis*,|| to the south; the *Metopos*,¶ to the north; and the *Damalis*,** on the Anatolian shore, to the east. Its breadth at the entrance between the *Metopos* and *Acropolis* was about five stades [furlongs]: towards the middle it diminished to three. Its length from the *Acropolis* to the confluence of the rivers Cydaris and Barbysses was sixty †† stades. This gulf was the rendezvous of fish common to both seas. The *palamydes*, ‡‡ above all, at the beginning of winter, quitting the cold

due to the classical reader to give him the following classical authorities for the application of the word *marmor* to other seas besides the Propontis.

Marmor-ōris, n. the sea. *In lento luctantur marmore tonsae.* Virg. *Æn.* vii. 28. In pl. marmora. Hor. Quint. See Morell's abridgement of Ainsworth. mœcxc. in voc.

Tonsae.] Remi: sic dicti, vel quia fiunt à ligno attonso et dolato; vel quia aquas tondent vel tondunt et verberant: Enniana et Lucretiana vox. Lucr. ii. 254. *Antennas, proram, malos, tonsasque natantes.*

"Et quae marmoreo fert monstra sub aequore pontus." *Æn.* vi. 729.

"Quàm multi Libyco volvuntur marmore fluctus." *Æn.* vii. 718.

718. Libyco....marmore, &c.] *Æn.* i. 158 Orion, astrum formidabile, non tantum ortu, ut diximus, *Æn.* 1, 535. Sed etiam occasu hyberno, *De Orionè.* *Æn.* 3, 517.

* Herodotus, ii. Thucydides. i. Polybius, i. 4. Entropius vii.

† Procopius: *de adif.* i. 5.

‡ Hezichius. Pliny.

§ Strabo: Cas. vii. 492.

|| The *seraglio* point.

¶ The *egri* (awry) gate of Galata.

** The point of Scutari.

†† Strabo, vii. More than six miles.

‡‡ See the account of the Thunny Fishery, by John, N. C. XXVI. 43.

retreats of the Palus-mæotis, migrated in shoals across the Euxine sea, to seek shelter in the sinuosities of the Bosphorus: arrived at the point Damalis, they deviated into the haven instead of following the coast of Asia, doubtless attracted by the plenty of food rather than, as a great naturalist * has supposed, frightened by the whiteness of the rocks under water on that shore. The Byzantins derived great profits from this fishery, of which the Chalcedonians, though so near, did not partake, prevented by the circumstance just explained, of the palamydes not reaching their bounds.† Time has not changed the picture of the gulf Chryso-keras, thus traced to us by the antients. It preserves in our days the same general dimensions, the same peculiarities: it is still the haunt of the fishes both of the Mediterranean and of the Euxine seas; and the palamydes are still found in such abundance, that a boat may sometimes be filled from a single cast of the nets.‡

The nymph, Io, was pursued by the vengeance of Juno, to the inmost end of this gulf: she there was delivered of a daughter, Keroessa, whose nurse was named Semistra. Byzas, the son of Keroessa, was near fixing his new city on the point formed by the confluence of the rivers, and, giving it the nurse's name; he had even, it is said, began to lay the foundations, when some unpropitious omen, or more mature judgment, determined his removal. The name of Barbysses is unknown to the Constantinopolitans. Gibbon attributes the name of Lycus to one of these rivers. The Turks call it *Keahat-hanna*, and the Greeks, *Kartaricos*, names which in both languages recall to mind the paper-mills which existed not long ago near its mouth: it has a course of about fifteen miles. The Cydaris is called by the Turks *Machlena*, but by some *Alli-bey* River, from flowing by a village of that name. The head of the gulf near their united stream was called by the antients, *Supra-thalassa*, or "stagnant sea." The European inhabitants of the capital call this district in their respective idioms, *acque-dolce*, *sauz-douces*, or "the sweet-waters."

The Thracian streight is terminated towards the Euxine by the Cyanean rocks; and from these to the point of the city it's length extends somewhat more than sixteen miles. The harbour may be considered either as an arm of the streight, or as an estuary of the principal river, which pours into its head a perennial supply of fresh water; the depth allows ships of any burthen to unload their cargoes on the quays without the intervention of boats. Byzantium, after the repulse of Xerxes, was fortified by Pausanias, the Lacedæmonian general.§ The inhabitants demonstrated that they understood all the advantages of their position; and, masters of the two Streights of the Bosphorus and Hellespont, they opened them to the merchant, and closed them against the adversary. Thus it was that a

* Pliny. See also Tacitus; annal. xii, 63.

† Strabo, vii. *Antiphanes*, *com. apud athenæum*, iii. *Oppianus*, iv. *Dion-Chrysost. orat.* xxxiii.

‡ Gillius, in *pref. ad urb. descript.*

§ Scaliger, *Animadv. ad Buseb.* p. 81. *Ducange*, *Const. l. i. c.* 15, 16.

handful of men, perhaps vagabonds escaped from Greece, became a power formidable to the kings of Bithynia, beat Philip of Macedon; and did still more, by resisting the Gauls of those times, who like them of the present day, were the most warlike people of Europe.

* When the Romans had extended their conquests in the East, they perceived that their capital no more occupied the centre of their possessions, and that from the bottom of Italy, it was no longer practicable to exercise an active vigilance towards their enemies, or even a close inspection over their own generals. Caesar and Augustus* both deliberated on a project of transporting the seat of empire back to the spot whence the Romans derived their fabulous origin: Diocletian, in embellishing Nicomedia, brought it nigh to Byzantium; where Constantine fixed it.

This fortunate monarch, after vanquishing his rivals, bequeathed to his family the inheritance of the Roman empire, a new metropolis, a new policy, and a new religion. The motives which induced Diocletian to withdraw himself from the antient seat of government, had acquired additional weight by the examples of forty years. Rome was regarded with cold indifference by a martial prince, born in Germany, educated in Asia, and raised to sovereignty in Britain. Constantine had hitherto moved along the frontiers, according to the various exigencies of peace and war; but as he gradually reached the summit of prosperity, and the decline of life, he meditated the design of fixing in a more permanent station the strength and majesty of the throne. He preferred the confines of Europe and Asia, that he might equally observe the barbarians between the Danube and the Tanais, and watch the conduct of the Persians. With these views Diocletian had selected Nicomedia; but Constantine aspired to the glory of founding a city which might perpetuate his name; and the incomparable position of Byzantium determined the choice of the Roman emperor.† This prince, doubtless, had occasion in his wars and travels to admire the position of these celebrated streights: but if, as Gibbon and other writers assure us, he ever seriously meditated the establishing his capital on the extensive plain which lies between the Sigæan and Rhetaean promontories, before he gave a just preference to Byzantium, it could only have been at a period when he had admired the mouth of the Hellespont, without knowing that of the Bosphorus. The advantageous position of Constantinople, situated about the forty-first degree of north latitude,‡ seems as if formed for its present use. The climate is healthy, the soil productive, the harbour capacious and secure, while the approach on the side of the continent is of small extent, and easy defence. The combination of beauty, of safety, and of wealth, justified the determi-

* Horace, in the third ode of the third book, beginning by the much quoted line, *Justum et tenacem propositi virum*, expressly dissuades Octavianus from the restoration of Troy. Also Sueton. Jul. 79.

† A. D. 324.

‡ The geographical position of Constantinople has been given at page 419 of this volume.

nation of Constantine, without that mixture of prodigy which was thought necessary by the founder to reflect a becoming majesty on the origin of a great city. The new walls of Constantine enclosed, with the city of Byzantium, five of the seven hills which, on the approach to Constantinople, appear to rise above each other. The new buildings, about a century after the death of the founder, covered the narrow ridge of the sixth, with the broad summit of the seventh hill; and the younger Theodosius, to protect these suburbs from the inroads of the barbarians, surrounded the whole with adequate bulwarks: yet, even including the external city of Galata, and its suburb Péra, which are situated beyond the harbour, the circumference of Constantinople cannot much exceed fourteen miles.

To erect an eternal monument to his glories, the emperor employed the subjected wealth and labour of the Roman world: for the construction of the walls alone was allowed a sum exceeding two millions of pounds sterling. But the decline of the arts compelled him to adorn his capital with the works of remoter periods; and to gratify his vanity, the cities of Greece and Asia were despoiled of their most valuable monuments. Whatever could exalt the dignity of a great city, or contribute to the benefit or pleasure of its numerous inhabitants, was to be found within the walls of Constantinople. Its population was the next and most serious object of the founder. The inhabitants of Rome, and the more antient cities of the empire, were at first allured or compelled to relinquish their domiciles; but encouragement or compulsion soon became unnecessary; the subjects of the empire were attracted by the government to its seat; and Constantinople, in less than a century, began to vie with Rome in the pre-eminence of riches and numbers. The magnificence of the first Cæsars, in the largesses of corn, wine, and oil, to the citizens of Rome, was imitated by the founder of Constantinople; and an annual tribute of corn was imposed on Egypt to feed the populace of the new capital. He also divided the city into fourteen wards; dignified the municipal council with the name of senate; and bestowed the title of colony on the rising daughter of antient Rome. His impatience and power combining, completed the walls and principal edifices within a few years from his laying the foundation. At the festival of the dedication,* he honoured it with the name of "Second, or New, Rome:" but the appellation of Constantinople has prevailed, and still perpetuates the fame of its author. It is, indeed, vulgarly called by the Turks, Stambol, Istambol or Islambol; but in the official records of the Othman government, it is invariably styled *Constantinith*. Constantinople fell into the power of the Turks, on Tuesday, 29th May, 1453, 1470 years after the establishment of the Roman empire by Augustus, and 1123 after its translation thither by Constantine. The limits of a periodical publication do not admit of much historical retrospect: but one anecdote of the siege claims our attention, as appertaining no less to the topography of the chart, than to naval history.

Sultan Mohammed ii, indignant at a check his marine force had received

* A. D. 330, or 334.

from the christians, in attempting to force the boom extending across the harbour, resolved to introduce a fleet by land from the shore of the Bosphorus into the interior of the port, and there attack a feeble and neglected part of the walls along the water side. In a single night he constructed a sort of planked road, or rail-way, above half a league in length, from the valley of Beshik-tash, over the hilly ridge that separates it from that called Cassim pasha, conducting to the nearest part of the harbour, where the Ottoman naval arsenal now exists. Strength and machinery overcame all the natural difficulties; the Genoese who then occupied Galata, opposed no artificial ones to the audacious enterprise carried on round their walls; and four-score galleys of 30 and 50 banks of oars were thus transported to a station where the marine defences of the besieged were of no avail, and where the co-operation of this amphibious squadron became decisive of success in the double assault which consummated the triumph of the Othman arms.

The small city of Iskeodar, otherwise Scutari, occupies the place of the antient *Chrysopolis*;* which, according to Dionysius of Byzantium, was so called, because the Persians collected in that place the tribute of the cities which submitted to them. Others say that it derived its name from Chryses, son of Agamemnon and Chryseis,† who was buried there. Xenophon relates, that the Athenians, having fortified it, made it a station for thirty ships, with which they levied contribution upon all who navigated the Bosphorus. It was on the heights above Chrysopolis, that Constantine gained the victory over Licinius, which united the disjointed members of the Roman world under the sway of a single monarch.

The modern city contains very fine mosks; the houses are built with elegance, and situated in the manner most advantageous for enjoying the view of Constantinople. It is surrounded by cemeteries, where the Turks of distinction, who die in the metropolis, are wont to be interred, because they believe their remains will repose in greater security than in the ground of Europe, over which they are persuaded the Othman dominion will not be of long duration, and they regard Asia as the peculiar country of mohammedans. The point of Scutari formerly bore the name of *Bos*, because there was to be seen, says Dionysius, a column of white marble, on which stood the statue of *Bos*, wife of Chares, who, was general of the Athenians.

Beyond that point, was the city of Chalcedon, situated on a river of the same name. This was founded by a colony of Megarians, who, from being supposed to have preferred this situation to the promontory of Byzantium, were long the object of derision among their neighbours, who gave them the nick-name of "the blind."‡ But the fact is not clear that

* *Anglicè*, "golden city." See Xenophon. *Historia rerum hellenicarum*.

† Better known under this patronymic than under her personal name of *Astynome*.

‡ Tacit. Ann. xii. Strabo, vii. Polybius, iv. Plin. v. c. 32.

they possessed the faculty of choice upon that occasion. And moreover, the spot they pitched upon was far from destitute of advantages. After having been many times ravaged by the Persians, despoiled of its walls by Valens, destroyed by the Goths, re-established by Cornelius-Avitus, and again ruined by the *Seradjin* (Saracens), Chalcedon exists in the present day only as a paltry hamlet, under the Turkish name of *Kadhi-kevy*, or "Judge-village."

Under the reign of Michel Paleologus, the multitude of foreign merchants and adventurers who flocked to Constantinople, becoming obnoxious to the tranquility of the state, that emperor fixed their domicile in the town of Galata, which occupies the site of the region called by the Romans the "port of Fig-trees:" it thus obtained distinct municipal, and even colonial, privileges, that have been lost in the revolutions of the empire: but the place is still the general residence of foreign merchants; and, although it has dwindled into a meer suburb of the metropolis, it is still separated from the circumjacent quarters by substantial walls, and is governed by a peculiar magistracy. It contains a famous tower built by the Emperor Anastasius, of great height and solidity, from whence a most extensive view over almost the whole of Constantinople is enjoyed; and on the top of it is established a fire-watch for the purpose of timely alarm, on the breaking out of those conflagrations by which this capital is so frequently devastated.

Eastward of Galata by the water side, is the artillery arsenal called Top-hanna, and the spacious quay belonging to the same; from whence is the principal ferry to Constantinople and Scutari, and off which landing-place foreign ships of war usually cast anchor, it not being customary for them to enter farther into the port, unless in special cases: one instance of which was H. M. S. *Tigre*, in 1799, then commanded by Sir Sidney Smith. Péra, (pronounced as if written in English Peyra*) so celebrated in the political history of our times, is a suburb of Galata, situated on the brow of a hill to the northward. It owes its rise to the country residences of Europeans, gradually accumulated among the vineyards that formerly covered the hill, till they have formed a populous avenue, which although a diplomatic colony, peopled by perhaps some of the best society in Europe, hardly emulates in dimensions and general appearance, that well known thoroughfare in London, yecept Swallow-street.

From the issue of the Bosphorus to the entrance of the Hellespont† is one hundred and twenty miles; and geographers have assigned about sixty for the winding course, and about three for the ordinary breadth of this

* This is generally known to the Turks by the name of *Teppey-bashi*, or "hill-head:" but the particular part occupied by the *serai* (palaces) of foreign missions, is also called in Turkish "*Bey-yolou*," princes-street, or else *Bey-oghlu*, literally "prince's-son;" the sound of each phrase being so similar as to be hardly distinguishable by a foreign ear.

† For the particular description of the Hellespont, see page 415 of this volume.

celebrated canal, the mouth of it was overlooked by antient Troy, seated on an eminence at the foot of Mount Ida.*

The Princes' isles are those called by Pliny *Propontides*; most probably because they are situated in the sea of that name at the mouth of the Bosphorus. They are four in number, Proti, Antigoni, Prinkipo, and Khalki, and form an admirable point of prospect from the sultan's palace, and for the inhabitants of Péra. The two first are both equally sterile: in the others are Greek monasteries, advantageously placed on rising grounds; the whole group enjoy a delicious temperature of air. Kalké, Khalki, or Halki, antiently *Kalkitis*, derives its name from a copper mine, of which the metal was in high esteem by the antients. Pierre Gilles found the *scoriae* of it; and perhaps able naturalists might still discover the vein of gold mentioned by Aristotle as existing in this island.

Among modern travellers who have written on the topography of Constantinople, there are none to be compared with Grelot, and Pierre Gilles. The first was an able architect of the age of Louis XIV. The second was sent into the Levant by Francis I. to seek for manuscripts, and was there forgotten by his ministers. Reduced to the painful alternative of starving, or entering into the Othman service, he chose the latter, and served several campaigns against the Persians; at last he found means to escape, and reached Rome, where he published his travels.

| <i>Geographical Positions.</i> | <i>Latitude N.</i> | | | <i>Long. E. Greenwich.</i> | | |
|--------------------------------|--------------------|----|----|----------------------------|----|----|
| | ° | ' | " | ° | ' | " |
| Therapia (Bosporus) | 41 | 8 | 24 | 29 | 0 | 3 |
| Marmara isle (Propontis) | 40 | 37 | 4 | 27 | 30 | 50 |

I. S. S.

Naval Poetry.

THE following verses (extracted from an American paper) were given to a naval officer by a passenger in an American vessel, which was boarded at sea by one of his Majesty's ships. In this production it is asserted that the Little Belt fired the first shot, an assertion now sufficiently known to be false. It is needless, therefore, to make any comment on this transaction but we give the following as a specimen of the ill-will of our trans-atlantic Cousins.

* Now occupied by the Turkish village of *Boonar-Bashi*; which means in English "spring-head;" and in fact the two sources of the supposed Scamander rise at the foot of this hill; round which flows the Simois.

RODGERS AND DECATUR.

TIT FOR TAT ;

Or the Chesapeake paid for in British blood !!!

Tune—"Yankee Doodle."

JOHAN BULL, who has, for ten years past,
 Been daily growing prouder,
 Has got another taste, at last,
 Of Yankee ball and powder.

Yankee doodle join the tune,
 To every freeman handy ;
 Let's shake the foot and rigadon,
 To Yankee doodle dandy.

His wrongs and insults have increas'd
 Till Yankees cannot bear 'em ;
 And as they wished to live in peace,
 He thought that he could scare 'em.

But Yankees know their good old tune,
 For fun or fighting handy,
 For battle or for rigadon,
 'Tis Yankee doodle dandy.

You all remember well, I guess,
 The Chesapeake disaster,
 When Britons dared to kill and press,
 To please their royal master :

That day did murder'd freemen fall,
 Their graves are cold and sandy ;
 Their funeral dirge was sung by all—
 Not Yankee doodle dandy.

But still for this we manned no ship,
 But used expostulation ;
 They murder'd PEIRCE—they fired on TRIP—
 We bore the degradation ;

For though we can like devils fight
 Yet peaceful joys are handy ;
 Like brothers still we would unite
 With Yankee doodle dandy.

The tools of British power, who steal
 And murder on the ocean,
 For every wrong they make us feel,
 Meet honour and promotion.

I guess if father was not dead,
 He'd think us very handy,
 And ask where all the fire had fled
 Of Yankee doodle dandy.

But finding injuries prolong'd
 Become a growing evil,
 Our Commodore got leave, if wrong'd,
 To blow 'em to the devil:

And RODGERS is a spunky lad,
 In naval battles handy;
 'Twas he who whipped the Turks, sir,
 With Yankee doodle dandy.

So off he goes and tells his crew—

The sails we quickly bent, sir,
 A better ship you never knew,
 She's called the President, sir;
 They hoisted up the topsails soon,
 The sailors are so handy;
 While drums and fifes struck up the tune,
 Of Yankee doodle dandy.

On Thursday morn we saw a sail,
 Well armed with gun and swivel;
 Says Rodgers, we will chase and hail,
 And see if she'll be civil;

So after her they hasten'd soon,
 The chase soon brought her handy,
 While drums and fifes still play'd the tune,
 Called Yankee doodle dandy.

"Where are you from?" bold RODGERS cried,
 Which made the British wonder,
 Then with a gun they quick replied,
 Which made a noise like thunder;

Like lightning we returned the joke,
 Our matches were so handy,
 The Yankee bull-dog nobly spoke
 The tune of doodle dandy.

A brilliant action then began,
 Our fire so briskly burn'd, sir,
 While blood from British scuppers ran,
 Like seventy-six return'd, sir.

Our cannon roar'd and men huzza'd,
 And fir'd away so handy,
 Till BINGHAM struck, he was so scar'd,
 At hearing doodle dandy.

Then having thus chastis'd the foe,
 And wounded thirty British,
 We gave the rascals leave to go,
 They felt so deuced skittish.

Now toast our Commodore so brave,
 In toddy, flip, or brandy,
 And strike aloud the merry stave
 Of Yankee doodle dandy.

NAVAL ARCHITECTURE.

LIST OF PART OF HIS MAJESTY'S SHIPS, OF THE FOURTH
AND FIFTH RATES,

WITH THEIR DIMENSIONS,* &c.

| Ours. | SHIPS' NAMES. | Dimensions. | | | | | Burthen in Tons. | When Built. | Where Built, &c. |
|-------|-----------------|-------------------------|----------|---------------------------------|---------|------------------|------------------|-------------|-------------------------------|
| | | Length of the Gun-deck. | | Length of the Keel for Tonnage. | | Breadth Extreme. | | | |
| | | P. I. | F. I. | P. I. | F. I. | F. I. | | | |
| 30 | Adamant | 146 3 | 120 0 | 40 9 | 19 7 1 | 1000 | 1780 | | Liverpool |
| — | Antelope | 150 0 | 123 8 | 41 0 | 17 8 | 1105 | 1603 | | Sheerness. |
| — | Centurion | 146 3 | 120 2 | 40 5 | 17 3 1 | 1044 | 1774 | | Harwich. |
| — | Diomedes | 151 0 | 124 7 | 41 0 | 17 8 | 1114 | 1798 | | Deptford. |
| — | Europa | 145 11 | 119 4 | 40 7 | 17 5 1 | 1043 | 1783 | | Woolwich. |
| — | Glatton | 163 11 | 133 4 | 42 0 | 17 0 | 1256 | | | Purchased 1793. |
| — | Grampus | 151 0 | 124 7 | 41 0 | 17 8 | 1144 | 1802 | | Portsmouth. |
| — | Leander | 146 1 | 119 8 | 40 10 | 17 6 | 1061 | 1780 | | Chatham. |
| — | Leopard | 146 5 | 120 0 | 40 8 | 17 6 | 1056 | 1790 | | Sheerness. |
| — | Trusty | 150 5 | 124 8 | 40 7 | 17 6 | 1048 | 1782 | | Bristol. |
| 45 | Cambrian | 154 0 | 128 5 1 | 41 0 | 14 0 | 1148 | 1798 | | River Thames. |
| 44 | Argo | 140 8 | 115 9 | 36 0 | 16 4 1 | 1083 | 1781 | | Bristol. |
| — | Regulus | 140 1 | 115 8 | 38 0 | 16 4 | 1083 | 1785 | | Northam. |
| 40 | Acasta | 154 0 | 129 0 | 40 6 | 14 3 | 1127 | 1797 | | Plymouth. |
| — | Endymion | 159 2 1 | 132 4 | 41 1 1 1 | 12 4 | 1239 | 1797 | | River Thames. |
| — | L'Egyptienne | 174 0 | 153 0 | 43 0 | 14 1 | 1381 | | | Taken 1801. |
| — | Indefatigable | 164 0 | 131 10 | 44 5 | 12 3 | 1384 | 1784 | | Reduced 1794. |
| — | Sybilie | 154 5 | 147 4 1 | 40 1 1 | 12 4 | 1001 | | | Taken 1794. |
| — | Virginie | 151 3 1 | 126 3 1 | 39 10 | 12 8 | 1066 | | | Taken 1796. |
| 38 | Arethusa | 141 1 1 | 116 10 1 | 39 0 1 | 13 9 1 | 948 | 1781 | | Bristol. |
| — | Active | 150 1 1 | 125 7 1 | 39 11 | 12 9 | 1063 | 1799 | | |
| — | Amazon | 150 0 | 125 7 1 | 39 5 | 13 9 | 1038 | 1799 | | Woolwich. |
| — | Boadicea | 148 6 | 124 4 1 | 39 8 | 12 8 | 1038 | 1796 | | Busselton. |
| — | Clyde | 146 0 | 124 4 1 | 39 9 | 13 9 | 984 | 1794 | | Chatham. |
| — | Diamond | 146 0 | 124 6 | 39 3 | 13 9 | 996 | 1794 | | do. |
| — | Diana | 146 3 | 121 6 1 | 39 3 1 | 13 9 | 998 | 1794 | | |
| — | Fontaine | 140 3 | 124 5 | 38 2 | 12 1 | 948 | 1801 | | Deptford. |
| — | Frigate | 160 6 | 134 7 1 | 40 8 1 | 13 3 1 | 1162 | | | Tn. 1797, formerly Resistance |
| — | Hydra | 148 2 | 127 7 1 | 39 4 | 12 8 | 1017 | 1797 | | River Thames. |
| — | Leda | 150 0 | 125 2 1 | 39 9 | 13 3 | 1053 | 1801 | | Chatham. |
| — | Latona | 141 3 | 116 10 | 38 1 1 | 13 6 | 944 | 1781 | | River Thames. |
| — | Melpomene | 148 2 | 123 8 1 | 39 3 | 13 6 | 1014 | | | Taken 1794. |
| — | Naiad | 147 0 | 122 8 1 | 39 5 | 13 9 | 1014 | 1797 | | River Thames. |
| — | Phaeton | 141 0 | 116 3 1 | 39 0 1 | 13 10 1 | 941 | 1782 | | Liverpool. |
| — | Revolutionnaire | 157 2 | 131 2 1 | 40 3 1 | 12 6 | 1147 | | | Taken 1794. |
| — | St. Fiorenzo | 148 8 | 124 4 1 | 36 6 | 13 5 | 1032 | | | Taken do. |
| — | Sea-Horse | 146 4 | 121 6 | 39 3 | 13 9 1 | 998 | 1794 | | River Thames. |
| — | Thetis | 141 6 | 117 1 | 39 1 1 | 13 8 | 951 | 1782 | | do. |
| 36 | Caroline | 142 5 | 118 10 1 | 38 0 1 | 13 5 1 | 913 | 1795 | | do. |
| — | Dryad | 142 8 | 119 0 | 38 2 1 | 13 5 | 924 | 1795 | | do. |
| — | Glenmore | 143 0 | 119 6 | 38 2 | 13 0 | 926 | 1795 | | Woolwich. |
| — | Inconstante | 159 9 | 114 2 | 38 3 1 | 13 5 | 850 | 1793 | | River Thames. |
| — | Metampus | 141 2 1 | 117 1 | 39 0 | 13 1 1 | 942 | 1788 | | Bristol. |
| — | Phoebe | 152 9 | 119 0 | 38 3 | 13 6 1 | 926 | 1795 | | River Thames. |
| — | Phoenix | 157 1 | 113 2 | 38 3 1 | 13 5 | 894 | 1783 | | Bursledon. |
| — | Penelope | 150 0 | 124 4 | 39 8 1 | 13 0 | 1051 | 1798 | | do. |
| — | Romulus | 157 9 | 113 0 | 38 2 | 13 3 1 | 879 | 1785 | | River Thames. |
| — | Thalia | 157 1 | 113 0 1 | 38 3 | 13 3 | 881 | 1781 | | Bursledon. |
| 32 | Amphion | 159 0 | 121 6 | 37 7 1 | 12 6 | 914 | 1798 | | Harwich. |
| — | Andromeda | 159 0 | 106 9 | 35 5 | 12 7 | 714 | 1784 | | Liverpool. |
| — | Aquilon | 169 2 | 107 0 | 35 9 | 12 7 | 724 | 1785 | | River Thames. |
| — | L'Amable | 153 5 | 109 5 | 30 8 | 11 0 | 752 | | | Taken 1782. |

* Vide N. C. XXV. 479; and page 222 of the present Volume.

| Guns. | SHIPS. | Dimensions. | | | | | Burthen in Tons. | When built. | Where Built, &c. |
|-------|-------------|-------------------------|---------------------------------|------------------|----------------|-----|------------------|-------------|------------------------|
| | | Length of the Gun-deck. | Length of the Keel for Tonnage. | Breadth Extreme. | Depth in Hold. | | | | |
| | | F. I. | F. I. | F. I. | F. I. | | Years. | | |
| 32 | Castor | 126 0 | 104 0 | 35 1 | 12 2 | 681 | 1785 | | Harwich, reduced 1794. |
| — | Cerberus | 135 1 | 112 2 | 30 9 | 12 2 | 8 6 | 1794 | | |
| — | Druid | 129 1 | 107 13 | 35 5 | 12 8 | 718 | 1783 | | Bristol |
| — | Fox | 126 21 | 104 1 | 35 5 | 12 8 | 718 | 1783 | | do. |
| — | Mermaid | 126 2 | 103 9 | 35 5 | 11 11 | 693 | 1784 | | Sheerness. |
| — | Niger | 125 0 | 103 4 | 35 2 | 12 0 | 679 | 1759 | | do. |
| — | Quebec | 126 3 | 104 2 | 35 2 | 12 0 | 697 | 1781 | | |
| — | Southampton | 124 4 | 103 1 | 35 0 | 12 1 | 671 | 1757 | | River Thames. |
| — | Solebay | 126 3 | 104 5 | 35 0 | 12 2 | 683 | 1785 | | do. |
| — | Terpsichore | 126 0 | 103 11 | 35 14 | 12 2 | 692 | 1785 | | |
| — | Unicorn | 135 8 | 113 3 | 36 2 | 12 54 | 791 | 1794 | | Chatham. |

NAVAL HISTORY OF THE PRESENT YEAR, 1811.

(November—December.)

RETROSPECTIVE AND MISCELLANEOUS.

OUR *Letters on Service*, in a subsequent sheet, present the important details of the surrender of Batavia, and the whole of the Island of Java, west of the Cheribon, to his Majesty's naval and military forces, under the command of Rear-admiral Stopford, and Lieutenant-general Sir S. Auchmuty. The British forces landed, on the 4th of August, within twelve miles of Batavia, which capitulated on the 8th. On the 18th the troops had a sharp affair with the elite of General Jansen's army. On the 26th they assaulted the works of Cornelis, and dispersed the whole of the French army, except a small party of horse, which escaped with General Jansen into the mountains. About 2000 of the enemy were killed, and 5000, including three generals, were taken prisoners. Our military loss consists of only 15 officers, 98 Europeans, and 20 natives, killed; and 62 officers, 530 Europeans, and 110 natives, wounded. The loss of the navy was only 15 seamen and marines killed; and six officers, and 49 seamen and marines wounded.

The message of the President of the United States to Congress, at the opening of their Session on the 5th of November, will be given at length, amongst our State Papers, in the succeeding Volume. The conduct of the British Government is still the theme of complaint. The message also bears a hostile expression towards France, though not on the ground of the Berlin and other decrees of Buonaparte, inimical to neutral commerce, which the American Government consider repealed, but on account of internal regulations, by which American property has been unjustly seized in France. These, it is recommended, should be met by restrictions on French imports into the United States.

American papers, of a more recent date, inform us, that the affair of the Chesapeake has at last been adjusted between the British and American

governments, by the agreement of the latter, to accept of reparation, on the principle formerly proposed by Mr. Erskine, but not ratified by the English ministry !

Sir James Saumarez has returned to England with the Baltic fleet, after experiencing much severe weather. H. M. S. *St. George*, Admiral Reynolds, with an outward-bound convoy of nearly 200 sail, whilst in the Great Belt, was obliged to cut away her masts ; her convoy were dispersed ; fifteen of them are represented as having been entirely lost, and several obliged to take shelter in the ports of Sweden, where it is apprehended they may be detained. The *Horatio* frigate was obliged to cut from her anchors, and stand out to sea.

The homeward-bound convoy which sailed from Hanno Bay on the 20th of November, consisted of more than 200 sail ; out of this number it is stated that 17 foundered at sea, the crews of which were unfortunately lost. Twelve (and it is feared more) were taken by Danish privateers ; 73 had reached Matwich, a port near Carlsham, most of them in a disabled state, and where it was feared they would be obliged to winter ; and several others sought shelter in the ports of Zealand.

The damage sustained on the British and Irish coasts, during the late gales, has also been very serious. Amongst other misfortunes, the loss of H. M. S. *Saldanha*, Captain Pakenham, off Loughswilly, on the 30th of November, stands pre-eminent. The whole of the officers and crew on board perished. When the *Saldanha* sailed from Cork, however, she left the following persons on board the *Trent*, at that port :—Richard Standish, lieutenant of marines ; William Sharratt, private marine ; John R. O'Reily, midshipman : Charles Hodges, able ; John Warren, and John Carey, ordinary ; Charles Ford, able ; John McCafferty, lieutenant of marines ; James Game, corporal of marines : John Pidgeon and William Saunders, private marines ; William Moore, able ; Richard Bickerton, ordinary ; J. Knight, ordinary ; W. Page, able ; W. Collins, ordinary : G. Boosey, private marine ; Jeremiah Bell, ditto ; John Gilmore, carpenter's crew ; P. Curren, seaman ; J. C. True, ordinary. Some few others, we believe, happened to be on shore at the time of the loss of the *Saldanha*.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, NOVEMBER 16, 1811.

Copy of a Letter from Captain Gordon, of H. M. S. the Active, addressed to Captain Maxwell, of the Alceste, Senior Officer at Lissa, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

*H. M. S. Active, at anchor off the Town of Ragosniza,
July 27, 1811.*

SIR,

I HAVE great pleasure in informing you, that the boats of H. M. S. under my command, with the small-arm men and royal marines, the whole under the command of Lieutenant Henderson (first of this ship), were

detached on the ship's anchoring here, in order to attack a convoy which had ran above the island that the town of Ragosniza stands upon, and had taken shelter in a creek on the main. From the narrowness of the entrance, and three gun-boats protecting it, with a number of armed men on each point, Lieutenant Henderson was induced to land with the small arm men and marines, on the right, in order to take possession of a hill which appeared to command the creek, leaving the boats, under the command of Lieutenant Gibson, to push for the gun-boats the moment a concerted signal was made from the top of the hill. On Lieutenant Henderson and his party gaining the top of the hill (after dislodging several soldiers who fired upon them during their ascent), he found himself immediately above the gun-boats and a convoy of twenty-eight sail, he then made the signal for the boats to advance, at the same time descended the hill, exposed to the fire of one of the gun boats and several soldiers; but the attack was so well planned, and so nobly executed, that the boats boarded the gun-boats, after the party which landed had only fired two volleys into them. The enemy finding themselves attacked so warmly, fled in all directions, leaving behind them a number of killed and wounded. The crews of the gun-boats (all but three men), jumping overboard, and getting on shore as our boats boarded. The guns were immediately turned on the flying enemy, and the boats took possession of the whole convoy, eighteen of which were brought out with the gun-boats, and ten more burnt, and I am happy to say, without the loss of a man on our part; four only were wounded in the boats.

Lieutenant Henderson (whose gallant conduct on this and many other occasions since the ship has been employed in the Adriatic, makes it a duty incumbent upon me to beg you will recommend him in the strongest manner to the commander-in-chief) speaks in the highest terms of the assistance he received from Lieutenant George Haye (who, though an invalid, very handsomely volunteered), Lieutenant Mears (royal marines), and Mr. Charles Friend (master's mate), who landed with him. Lieutenant Gibson (who gallantly led the boats to the attack) speaks in praise of every man and officer, whose names I beg leave to state to you, as I trust you will recommend them to the notice of the commander-in chief. Messrs. Henry Lew, Redmond Moriarty, Norwich Duff, William Simpkins, Joseph Cammellièrre, Nathaniel Barwell, Charles Bentham, George Moore, William Wood, and William Todd Robinson, midshipmen.

I am informed by the prisoners, and several persons whom I have just seen, that the convoy arrived here the evening before, chiefly laden with grain for the garrison at Ragusa, and were defended on shore by three hundred armed men, which, considering the force opposed to a ship's boats, is a proof that every officer and man did his duty like a British seaman. I shall proceed to join you at Lissa with the prizes, the moment they are put in order.

I have the honour to be, &c.

JAMES A. GORDON, Captain.

*Murray Maxwell, Esq. Captain of
H. M. S. Alceste, Senior Officer
at Lissa, &c.*

Extract of a Letter from Captain Nicholas, of H. M. Sloop Pilot, addressed to Rear-admiral Boyles, and transmitted by Vice-admiral Sir Edward Pellew to John Wilson Croker, Esq.

SIR,

H. M. Sloop Pilot, Syracuse, September 11, 1811.

I do myself the honour of reporting to you, that early on the morning of the 6th instant, an armed ketch was observed to be secured to the walls of

the Castle of Castellar, and that in order to bring her out or destroy her, H. M. sloop was immediately anchored close before the town, so as to drive the troops, that were collected for her protection, from their different positions; and having partly accomplished it, Lieutenant Alexander Campbell pushed off with the boats, and with great gallantry effected a landing under the ruins of the castle, and then with some opposition advanced to the town, from whence the few troops that remained there precipitately fled. Finding the ketch was bilged, he hove her guns (six six-pounders) overboard, and set her on fire. Having now full possession of Castellar, he stationed the marines in the castle, and began to ship off as much grain and flax as our boats could convey to the shore, before a reinforcement of the enemy would oblige us to evacuate it; and I have the pleasure of saying, that we got on board about fifteen tons of corn, and a quantity of flax, by four o'clock, when they made their appearance with about one hundred regular troops, twenty-five of whom were dragoons; but as we saw them early from our mast-head, our people embarked from the castle by signal, just as the enemy entered the town; and I have now, Sir, peculiar satisfaction in adding, that this has been accomplished without the smallest loss on our part.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Down, of H. M. sloop Redwing, giving an account of his having, on the 16th of September, captured off Martinico, le Victorieux French privateer, of four guns and forty men, three days from Tunis, without having made any capture.

Copy of a Letter from Captain Boxer, of H. M. Sloop Skylark, addressed to Rear-admiral Foley, and transmitted by the latter to John Wilson Croker, Esq.

*H. M. Sloop Skylark, in the Downs,
November 11, 1811.*

SIR,

I have the honour to inform you, that, at eight o'clock yesterday morning (Cape Grisnez bearing S.S.W. distance seven miles), I observed a division of the enemy's flotilla, consisting of twelve gun-brigs, standing along shore to the eastward, it then blowing a strong wind from the southward; H. M. sloop under my command made all sail in chase; during the morning had the satisfaction to see H. M. gun-brig Locust in shore to windward, standing towards the enemy, between Gravelines and Calais; I have to inform you, that one of the enemy's gun-brigs, No. 26, of four twenty-four pounders, and sixty men, commanded by Enseigne de Vaisseau Bouchet, has been cut out under the fire of the batteries and musketry from the beach, and close to the rest of the flotilla, who had taken shelter in the roads of Calais. The commodore of the flotilla was driven on shore; an attempt was made to bring him out also, but finding a great number of troops had got on board from Calais, I relinquished the attack.

It is impossible for me to speak too highly of the conduct of Lieutenant Gedge, commander of the Locust, who, from being in shore to windward, was the principal cause of the vessel being taken, and during the whole of the attack on the flotilla, exposed as we were for four hours to the fire of the enemy's batteries, deserves my highest praise and recommendation; and I beg leave to add, that the officers and crew of the Skylark conducted themselves to my entire satisfaction.

I have the honour to be, &c.

JAMES BOXER.

Copy of a Letter from Captain Willes, of H. M. Sloop the Leveret, addressed to Vice-admiral Murray, at Yarmouth, and transmitted by the latter to John Wilson Croker, Esq.

H. M. Sloop Leveret, Yarmouth Roads,

November 12, 1811.

SIR,

I have the honour to inform you, that H. M. sloop, under my command, captured, on the 10th instant, after a chase of three hours, the Texel bearing S.S.E. seventy miles, the French cutter privateer le Dunkerquois, formerly in the service of the British revenue, mounting fourteen carriage-guns, manned with thirty-six men, and commanded by Peter Francis Degardine, a lieutenant of the French navy; she had sailed the day before from Amsterdam, stored and provisioned for a month's cruise, and was in the act of capturing one of the scattered convoy from the Baltic, bound to London, with timber and hemp.

I have the honour to be, &c.

G. W. WILLES.

NOVEMBER 18.

Vice-admiral Otway has transmitted to John Wilson Croker, Esq. a letter from Captain Ramage, of his Majesty's sloop the Cherokee, giving an account of his having, on the 9th of last month, captured a Danish cutter privateer, of two guns and twenty men, out three days from Bergen without making any capture.

DECEMBER 2.

Extract of a Letter from the Hon. Rear-admiral Legge to John Wilson Croker, Esq. dated on board H. M. S. the Revenge, in Cadiz Bay, the 15th November, 1811.

The British forces under Colonel Skerriitt, still continue at or near Tarifa. General Ballasteros, on the 5th instant, surprised a corps of the enemy under General Semelie, between Bornos and Xeres, taking upwards of one hundred prisoners, with all their baggage and mules, and leaving many dead on the field of battle.

DECEMBER 7.

Extract of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board the Caledonia, Port Mahon, 2d November, 1811.

As I doubt not their lordships will be very desirous of information, as to the state of affairs on this side of Spain, I herewith transmit copies for their satisfaction, of the latest despatches I have received from Captain Eyre, of H. M. S. Magnificent, detailing the most recent transactions in the province of Valencia, and also from Captain Codrington, commanding off the coast of Catalonia.

The conduct of the Spanish commanders at Oropesa, which is mentioned by Captain Eyre, has been well supported by the gallantry of Lieutenants Astley and Hiatt, who, under the very judicious orders of Captain Eyre, brought him off with his little garrison.

I have to express my complete approbation of Captain Eyre's measures, and have much satisfaction in employing the services of that excellent officer in aid of the Valencian patriots.

The more remote operations of the French troops under Suchet, seem to have afforded the Catalans an opportunity, of which they have profited, to renew their exertions with considerable vigour, and successes of no mean account have rewarded their enterprises.

SIR,

Magnificent, off Valencia, Oct. 14, 1811.

Upon my arrival at this place, on the 8th instant, I lost no time in assuring General Blake, of my readiness to undertake any service in which I could be useful in forwarding his plans for the defence of this province; and the next day I received from his Excellency a letter containing a request that I would endeavour to relieve the castle of Oropesa, which was closely invested by the enemy, and much distressed for provisions.

I, in consequence, immediately proceeded thither, with three gun-boats which the General had put under my command, and arrived there on the evening of the 11th, when I learnt that the castle had surrendered the preceding day, and that two thousand of the enemy's troops were in the town; a tower, however, about a mile from Oropesa, and only a short distance from the sea, had the Spanish flag still flying, and the enemy were discovered constructing a strong battery against it, within musket shot.

Having found means to communicate with the tower, I received a letter from the Commandant, informing me, that, although he had refused to capitulate when summoned the day before, it would be impossible for him to hold out many hours against such a force as the enemy had brought against him; an arrangement was in consequence immediately made to withdraw the garrison. At daybreak the following morning, the enemy opened their fire, which was returned with spirit from the tower; but it was not till near nine o'clock, when the breeze sprung up, that I could proceed in with the *Magnificent*: I then anchored as close to the shore as the situation would admit, and sent our launch and pinnace, together with the gun-boats, to bring off the garrison, which consisted of two officers and eighty-five soldiers, all of whom I have the satisfaction to inform you, were, by the exertion and steady conduct of the officers and boats' crews, embarked by ten o'clock.

The fire from the *Magnificent* kept the battery in check, but the moment the enemy perceived that the tower was abandoned, they drew down to the water-side, under shelter of a little point of land, and amongst the rocks, in great numbers, keeping up against the boats an incessant and heavy fire of musketry, from which three of our men were wounded; one of them, I am sorry to say, very dangerously.

The officers who commanded the *Magnificent's* boats upon this occasion, were Lieutenants Astley and Hiatt, and I have great pleasure in representing to you, that for every duty of danger or trouble, they have always volunteered their services; and their conduct on this as upon every former occasion, has been very satisfactory to me, and highly creditable to themselves.

From the launch being obliged to make use of her carronade, in order to check the increasing fire of the enemy, the pinnace, after taking a boat full of Spanish soldiers to one of the gun-boats, was under the necessity of going a second time to the shore for those who still remained upon the rocks; which service Lieutenant Hiatt executed with great spirit and humanity.

I have the honour to be, &c.

*Sir Edward Pellew, Bart. Vice-Admiral
of the Red, &c. &c. &c.*

GEORGE EYRE,

Officers employed in the boats.

Lieutenants Astley and Hiatt, and Mr. G. D. Ross, midshipman.

Scamen wounded.

John Lens, dangerously; Robert Thompson and Richard James, slightly,

SIR,

Blake, off Mataro, Oct. 26, 1811.

I have sent you, by the request of Mr. Tupper, the Consul at Valencia, the copy which he permitted me to take of a sort of journal of the proceedings in Valencia and that neighbourhood, and which, I think, you will find very interesting. I have, &c. EDWARD CODRINGTON.

*Sir Edward Pellew, Bart. Vice-Admiral
of the Red, &c. &c. &c.*

SIR,

Valencia, Oct. 13, 1811.

I proceed to give your Excellency the particulars of what has passed to this day. On the 19th or 20th ult. the enemy began to advance from Tortosa and Arragon upon Castellon de la Plana, which place they reached on the 23d, with about sixteen thousand infantry, and about twelve hundred horse, commanded by General Suchet.

On the 23d, General Blake made a movement from Murviedro upon this city, which caused some confusion among the inhabitants, but his army retired in the best order possible, composed of thirteen thousand infantry, including the six thousand men of his division from Albuera, besides the united corps of General Obiepo and Villacampa, commanded by Charles O'Donnell, of four thousand men, who occupy Legorbe, Lyria, &c.

General Bassecourt, with near two thousand men from Cuença, was at Recuena and Utril till the 12th inst. Besides the abovementioned infantry, we have about sixteen hundred cavalry, some of which are the best equipped I have seen.

Suchet's force is composed of the army of Catalonia, and the re-union of the many small corps and garrisons of the interior of Spain, which is almost left to its fate.

On the 15th ult. Colonel Andrioni was sworn Governor of Saguntum, and three thousand five hundred men, all volunteers, destined for its garrison. The enemy, it seems, intended to take Valencia by a coup-de-main; but, arrived in front of Murviedro, they met with a resistance they did not expect; for having got every thing ready for an assault on the 28th, at two o'clock in the morning, after three hours continued attack upon three points, they were repulsed with great loss, and all their scaling ladders taken, to the number of fifty, and upwards of four hundred killed and wounded.

The garrison behaved with great valour, driving down the enemy that gained the ramparts with pikes and bayonets. The French continue to occupy the town of Murviedro, the castle occasionally opening its fire on them; but having broken through the partition walls of the houses, they keep up their communications with some degree of safety, without exposing themselves in the streets.

On the 2d inst. Charles O'Donnell was attacked by a considerable force near Benaguaziel; the object of the enemy was to cut off his retreat across the river to Villa Marchante.

The Spaniards repulsed the charge of the cavalry with musketry, and kept the infantry in check whilst the whole of O'Donnell's force succeeded in passing the river, with the loss of only eleven men killed, and fifty-two wounded, and one hundred and eighteen missing.

The enemy's loss was much greater, as three columns advanced very near the Spaniards, when they were repulsed by a well-directed fire of musketry.

On the 8th, from five o'clock to half past seven in the evening, the enemy attempted again to assault the castle of Saguntum, but the garrison kept up such a constant fire of musketry, cannon, and hand grenades, that the enemy could not succeed in planting their ladders, and were repulsed with some loss. It is said that a French General (Albert) and two Colonels were buried at Alhuanara on the 30th ult. killed in the assault on the 28th.

One of our Guerilla parties attacked a party of French infantry and cavalry at Estimella; killed forty of the enemy, and made three prisoners.

The Empecinado has four thousand infantry and seven hundred cavalry. One of his parties lately took a courier near Segorbe, escorted by cavalry; made forty-seven prisoners, forty horses, and killed fifteen of the enemy. The town of Melian was also attacked, and the garrison, consisting of eighty-five, were made prisoners; after which the Empecinado moved upon Daroca to surprise the garrison there, which however escaped to Calatayud, after losing a few men in killed and wounded.

Brigadier Duran, with two thousand infantry and five hundred horse from Sarria, has joined the Empecinado in his march upon Calatayud, where they have blockaded the French in the convent which our troops are mining, and we wait the result with impatience. Duran occupied the city of Calatayud on the 15th ult.

Captain Mina was at Santa Cruz del Campero on the 17th, with four thousand five hundred infantry and five hundred cavalry.

16th of October.—The garrison of Calatayud, reinforced with those of Daroca, and two hundred men from Saragossa, has surrendered to Brigadier Duran and to the Empecinado. The killed, wounded, and prisoners are about seven hundred. The French commandant obstinately held out, and even suffered the first mine to be sprung, which, however, had not the desired effect; but the second being ready, he at last, despairing of succours from Madrid or Saragossa, capitulated with his garrison.

The enemy continue throwing up works in the night before Saguntum, which are all nearly destroyed during the day.

16th of October.—The enemy having marched two thousand men from Pamplona, and two thousand from Tortosa upon Arragon, arrived at Calatayud merely to witness the surrender of the garrison. Some French cavalry pursued the prisoners to the Sierra de Ateca, but were repulsed with some loss; after which the four thousand French retreated upon Saragossa.

General Mabi has advanced upon Cuenca, Count Montijo occupies the road to Illite with cavalry, and it is expected the garrison of Cuenca will be taken prisoners. The enemy have opened a battery of two mortars and three pieces of cannon, eighteen-pounders, since yesterday, upon Saguntum, without effect.

21st of October.—General Mabi reached Cuenca, but the French, although surprised, succeeded in escaping through the defiles of the mountains towards Madrid. On the 18th, in the afternoon, the castle of Saguntum made signals that the French was practicable: at five o'clock the same evening the enemy marched up the hill in four columns, and made a most determined assault, and as Captain Eyre of the Magnificent informed me, who was anchored off Murriedro, nothing could exceed the noble manner in which it was repulsed: the action lasted about forty-five minutes; since that time the enemy has been quiet, and only a few shots have been exchanged.

It appears that the enemy had made another assault at one o'clock on the morning of the 19th.

Several deserters who left Murriedro yesterday, in consequence of my Proclamation, declare, that in the assault of the 18th, the enemy lost one thousand men, and that Sachet lost an *an-de-camp*, besides two others.

General Mabi's artillery passed through Saguntum yesterday for this place, and his division will march towards Murriedro, by the road through Chelva.

The Guerillas from Cullera, to the number of three thousand, arrived here yesterday. Our troops are in motion, ammunition has been distributed to them, and every thing indicates an attack upon Sachet, unless he raises the siege of Saguntum and retreats upon Tortosa.

The last return of the garrison of Saguntum, reported only fourteen killed and wounded in all.

SIR,

Magnificent, off Valencia, Oct. 27, 1811.

By my letters of the 25th of September and 8th inst. should they have reached you (of which I have some doubts, as they were sent by the way of Majorca), you would be informed of the advance of Suchet, with about fifteen thousand troops towards Valencia, and of my having in consequence left Alicant, in order to give every assistance in my power to General Blake.

The fortress of Muriedro, situate about twelve miles from Valencia, and which has hitherto stopped the progress of the enemy, has, I am sorry to say, this day surrendered. The situation is excessively strong, but a great part of the new works which were erecting there had not been finished, and some parts of the walls were so open as to be obliged to be filled at the moment with trunks of trees and sand bags, and I apprehend it was very ill supplied with proper artillery, ammunition, and other essential articles for its defence.

Suchet fancied he could carry it by assault, and attempted it in a very determined manner, three or four different days, on all of which he was repulsed with great loss: he then found it necessary to bring forward his cannon, and on the 17th, having been before it above three weeks, he opened a battery of three twenty-four-pounders, at about five hundred yards distance, which made a practicable breach the second day of its fire. The moment this circumstance was evident, another assault was made, which I had the satisfaction of seeing repulsed by the Spanish garrison in the most gallant manner.

A reinforcement of seven thousand men having arrived from the army near Marcia, General Blake resolved to attack the enemy, and oblige him, if possible, to raise the siege. This determination was put into execution on the 25th, and I am sorry to inform you has entirely failed; and that the Spanish army was obliged to retreat to Valencia, having lost, by their own account, upwards of two thousand men, and eight or nine pieces of cannon.

A flag of truce arrived yesterday from Suchet, to summon the town. The paper published on the occasion I have the honour to inclose, to which no answer was given.

Works have been for some time erecting, at all the most vulnerable parts of Valencia; and it is generally understood that it is to be defended as long as possible.

General Blake, with his whole army, are now within the walls.

I have the honour to be, &c.

*Sir Edward Pellex, Bart. Vice-admiral
of the Red, &c. &c. &c.*

GEORGE EYRE.

(Translation.)

NOTICE TO THE PUBLIC.

Principal Staff, Second Army.

His Excellency Senior Don Joaquin Blake having purposed to assist the respectable garrison of the castle of San Fernando de Sagunto, and to commence operations in order to liberate the kingdom of Valencia from its enemies, his army put itself in motion yesterday, but the fortune of arms did not answer his hopes and intentions. The population of this capital has borne faithful testimony to the bravery with which our troops in general

fought, and to the order with which their retreat was conducted, re-occupying in a line of battle their former positions; but the enemy, elated by their success, imagined that the army was completely routed and dispersed, and they had already anticipated the conquest which they meditate. This day an officer bearing a flag of truce appeared at our advanced posts, where he was detained until intelligence of his arrival was communicated to the Commander in Chief, who despatched a staff officer to ascertain the object of his visit, and to declare to him that he would not be permitted to advance farther. The officer bearing the flag of truce delivered the under-mentioned paper under cover, and, taking an acknowledgment of its having been received, returned immediately.

Army of Arragon, camp near Valencia,

Oct. 26, 1811.

GOVERNOR,

You must already be apprized of the result of the action of yesterday. Eight thousand prisoners, including many generals, and great part of the artillery attached to the army of General Blake, remain in our hands. I am therefore directed on behalf of his Excellency the Marshal of the Empire, Count Suchet, to propose to you to spare the city of Valencia those evils and horrors which a fruitless resistance would inevitably subject it to, and of which all those cities and fortresses which have fallen into the hands of our troops, afford a terrible example. I am authorized to offer the most honourable terms, and those most conducive to the safety and tranquillity of the city of Valencia and its citizens. From the period of the surrender of this city to the arms of his Imperial and Royal Majesty, the past shall be buried in oblivion, and no further resentment shall exist in the breasts of the French, against the Valencians; and we promise on the behalf of the Marshal, to do away the evils of war, and of that dreadful anarchy to which they have been so long exposed.

Receive, Senior Governor, the assurance of my perfect consideration.

The General of Division, Baron HARISPE.

The Commander in Chief deemed this ridiculous paper unworthy of a reply, being written with the malicious intention of making the public imagine that their army was lost, in consequence of which this General and his army were enabled to maintain their position without the city, and his Excellency the Commander in Chief has judged it expedient that this intelligence should be communicated to every one for their information.

Valencia, Oct. 26, 1811.

(Signed)

RAMON PIREZ.

DECEMBER 7.

Copy of a Letter from Captain Finley, of H. M. S. Rover, addressed to Admiral Sir Roger Curtis, Bart. and transmitted by the latter to John Wilson Croker, Esq.

SIR,

Rover, at Sea, Nov. 30, 1811.

I have the honour to acquaint you, that his Majesty's sloop under my command, this day captured, in lat. 47 deg. 33 min. north, the French corvette, letter of marque *Le Comte Reginaud*, mounting ten eighteen-pound carronades and four long six-pounders, commanded by Monsieur Abraham Giscard; she sailed from Batavia on the 7th of August, 1811, bound to Rochelle, having on board spices, sugar, and coffee; the greater part of her cargo belonging to the French government. This vessel was formerly his

Majesty's sloop *Vincejo*, she is well found in every respect, and sails remarkably well. I have the honour to be, &c.

(Signed)

JUSTICE FINLEY.

Admiral Sir Roger Curtis, Bart. &c. &c. Portsmouth.

DECEMBER 14.

Extract of a Letter from Captain Codrington, of H. M. S. Blake, addressed to Vice-Admiral Sir Edward Pellew, and transmitted by the latter to John Wilson Croker, Esq. dated off Maturo, on the coast of Catalonia, the 1st of November, 1811.

Catalonia, heretofore so distrustful, shews at present the most unbounded confidence in the Generals who lead her armies; and the barbarities of the enemy, instead of quelling that spirit for which she has been renowned, have made soldiers of her whole male population. Sanguine as I have heretofore been, I am really astonished at the noble attitude to which the principality is rising.

The Baron Eroles has fought another successful battle, on the 26th. near Puigcerda, in which he has lessened the numbers of the enemy in killed, wounded, and prisoners, to the amount of six hundred; and he is now levying contributions in the neighbourhood of Mont-Louis (within the confines of France) without any opposition.

Copy of a Letter from Captain Peyton, of H. M. Sloop the Weazle, addressed to Rear-Admiral Boyles, and transmitted by Vice-Admiral Sir Edward Pellew, to John Wilson Croker, Esq.

*H. M. Sloop Weazle, off the Westward of Cyprus,
August 29, 1811.*

SIR,

His Majesty's sloop under my command, after an eight hours chase to windward, captured this day the French xebec privateer *le Roi de Rome*, of ten guns and forty-six men, belonging to Reggio, commanded by Monsieur Antoine Michel, who styles himself *Enseigne de Vaisseau*, and *Chevalier de l'Ordre Royal des Deux Siciles*; out six days from Alexandria, where she has carried her only prize, (a Maltese bombard). I am happy in having made this capture, as she is only forty-five days off the stocks, and remarkably well. She left Alexandria after seven English merchant vessels bound to Malta, and on a cruize in the Archipelago.

I have the honour to be, &c.

J. S. PEYTON, Commander.

Extract of a Letter from Captain Malcolm, of H.M.S. the Rhin, dated in Caesand Bay, the 9th inst. and addressed to Admiral Sir Robert Calder, Bart. by whom it has been transmitted to John Wilson Croker, Esq.

I beg leave to inform you, that I arrived here to-day, having captured yesterday, after a chase of four hours off the Eddystone, the French schooner privateer *la Courageuse*, of fourteen guns, (which she threw overboard in the chase, along with her anchors and part of her provisions) ninety tons and seventy men.

DECEMBER 16.

Captain Stopford of the royal navy, arrived to-day at this office with despatches, of which the following are copies and extracts, addressed to John Wilson Croker, Esq. by Rear-Admiral the Honourable Robert Stopford,

Commander in Chief, of H.M.S. and vessels at the Cape of Good Hope, and Commodore Broughton, late senior officer of H.M.S. in the East Indies.

SIR,

H.M.S. Scipion, Batavia Roads, August 28, 1811.

I shall confine myself, in this letter, to the relation of the circumstances attending the naval co-operation with the army, in the attack upon the island of Java; and I have to request you will acquaint my Lords Commissioners of the Admiralty, with the unconditional surrender of the capital city of Batavia, on the 8th instant, and the destruction or capture of the greatest part of the enemy's European troops, by a successful assault made upon a strongly entrenched and fortified work, called *Muster Cornelis*, on the morning of the 26th, by the troops under the command of Lieutenant-General Sir Samuel Auchmuty, who had also with him the royal marines of the squadron.

Previous to this important and decisive advantage, the General had caused batteries to be erected, consisting of twenty eighteen-pounders, which were entirely manned by five hundred seamen, from H.M. ships under the direction of Captain Sayer, of H.M.S. *Leda*, assisted by Captains Festing, acting captain of the *Illustrious*; Mansell, of the *Procris*; Reynolds, of the *Hesper*; and Captain Stopford, who volunteered his services from the *Scipion*, where he was waiting for his ship, the *Otter*.

The enemy was enabled to bring thirty-four heavy guns, eighteen, twenty-four and thirty-two pounders, to bear upon our batteries; but from the superior and well-directed fire kept up by the British seamen, the enemy's guns were occasionally silenced, and on the evening of the 25th completely so; their front line of defence also appeared much damaged, and many of their guns were dismounted.

So favourable an opportunity was, therefore, seized by the General, and the fortunate result of the assault, on the morning of the 26th, followed, as before mentioned.

The fatigue of the seamen was great, and much increased, by being exposed to the hot sun of this climate, for three successive days, during which time the fire was kept up with little interruption, but it was borne with their characteristic fortitude, Captain Sayer, and the officers above-mentioned setting them noble examples.

I beg leave to acknowledge my thanks to Commodore Broughton, for his ready assistance, advice and co-operation in all measures relating to the public service.

The conduct of the royal marines in the various services in which they have been employed with the army, and at the assaults of the place, was so meritorious as to procure them the public thanks of the Commander in Chief of the forces.

I herewith inclose a list of the killed and wounded; and it is with much regret I add the name of Captain Stopford, who had his right arm carried off by a cannon shot whilst actively employed in the batteries; he is however doing well, and I hope soon to get him removed to a better climate.

Lieutenant-General Sir Samuel Auchmuty being desirous of transmitting an account of his success to England, I send this despatch by the *Caroline*, which ship was previously under orders to go home; and I am happy to avail myself of so good an opportunity as is offered by Captain Cole, who has had a large share in every thing relating to this expedition, and from his knowledge of all the parts of the operations, can communicate to their Lordships the fullest account of them.

I have the honour to be, &c.

John W. Croker, Esq.

ROBERT STOPFORD, Rear-Admiral.

Return of Officers, Seamen, and Marines killed, wounded, and missing, between the 4th and 28th of August, 1811, on shore on the island of Java.

Otter, waiting to join—1 officer wounded.

Scipion—1 seaman killed; 3 officers, 12 seamen, 7 marines, wounded.

Illustrious—1 seaman killed; 3 marines wounded; 1 seaman missing.

Nisus—1 marine killed; 1 marine wounded.

Leda—2 seamen killed; 1 seaman, 1 marine wounded.

Caroline—2 seamen killed; 3 seamen wounded; 1 seaman missing.

President—3 marines killed; 1 officer, 1 marine, wounded.

Phæbe—1 officer, 5 marines, wounded.

Cornelia—1 seaman killed; 3 seamen wounded.

Modeste—2 seamen killed; 2 seamen, 2 marines wounded.

Procris—1 seaman killed; 7 seamen wounded.

Hesper—1 seaman killed; 1 seaman wounded; 1 seaman missing.

Total—11 seamen, 4 marines killed; 6 officers, 29 seamen, 20 marines wounded; 3 seamen missing.—Total 73.

Names of Officers wounded.

Otter, waiting to join—Captain Edward Stopford, volunteer, borne on board the *Scipion* as supernumerary on promotion, severely.

Scipion—Francis Noble, lieutenant, slightly; John D. Worthy, master's-mate, slightly; Robert G. Dunlop, master's-in-ate, slightly.

President—Henry Elliot, lieutenant of marines, severely.

Phæbe—John S. Haswell, lieutenant of marines, severely.

Given under my hand on board the *Scipion*, in Batavia Roads, 28th August, 1811.

(Signed)

ROBERT STOPFORD, Rear-Admiral.

SIR,

Scipion, Batavia Roads, August 30, 1811.

You will be pleased to acquaint my Lords Commissioners of the Admiralty, that I joined the armament under the command of Commodore Broughton, on the 9th instant, off a village called Chillingching, about ten miles to the eastward of Batavia; at which place the troops, under the command of Lieutenant-General Sir Samuel Auchmuty, were landed on the 4th, under the direction of Captain Cole, of H.M.S. *Caroline*, as stated in Commodore Broughton's letter to me of the 9th instant, herewith transmitted.

The General having moved the army through Batavia towards the enemy's positions on the 10th, the ships of war and transports were moved on the same day to Batavia Roads. The advanced guard of the army, on their march, had a very smart skirmish with the enemy, which ended in the flight of the latter, and enabled the General to occupy the important post of Weltevreden, in which were found large supplies of military stores, and excellent cantonments for the troops.

I, at the same time, detached four frigates to blockade the enemy's ships at Sourabaya; keeping two off that port, and two off Grissii. The other ships of war have been assisting in landing the guns, and other army stores, from the transports under the direction of Captain Sayer, of H.M.S. *Leda*.

The particulars of the attack upon the enemy's positions are stated in my letter of the 28th instant.

The *Nisus*, *President*, and *Phæbe*, joined me, from the Isle of France on the 20th instant. Their marines were immediately landed, and most thankfully received by the General, whose army was already much diminished by sickness, particularly amongst the native troops brought from

India. I shall ever consider it as a most fortunate circumstance for the success of this expedition, that the *Scipion* and the three frigates arrived from the Isle of France, as they have very materially contriouted to ease the press of duty, so severely felt in this climate.

Immediately after the conquest of fort Cornelis, a summons was sent to General Jansen, the Governor of Java, to surrender the island; this being rejected, arrangements are making for sending a considerable body of troops to Sourabaya, which I shall place under the direction of Commodore Broughton; and as it is of great moment, that another body of troops should be sent to Cheribon, to endeavour to cut off the retreat of the enemy from this part of the country, to the eastward, I am happy in having the *Nisus*, President, and *Phœbe*, to send upon this service, and Captain Beaver is directed to join me at the Isle of France as soon as it is completed.

I have the honour to be, &c.

(Signed)

ROBERT STOPFORD, Rear-Admiral.

SIR,

Illustrious, off Batavia, August 9, 1811.

I have the honour to acknowledge the receipt of your orders and letter by H.M.S. *Leda*, acquainting me with your arrival off Madura, for the purpose of co operating in the expedition against Java, and requesting me to transmit to you such intelligence as may be necessary for your guidance to meet the force intended to act against the island.

Captain Sayer informed me, that he had transmitted you on the 26th ultimo, by the *Dasher*, copies of my letters and orders, but I had it not in my power to give you timely notice of the intended point of attack, as it was not determined upon more than twenty-four hours before the landing took place.

I have now to state my proceedings after joining the *Leda* with the expedition under my command. On the 3d instant, in the afternoon, we saw the coast about Murderer's Point, and on the following day, about three P. M. we anchored off the village of Chillinghill, in five fathoms water, Edam island bearing N. 40 deg. W. and Panjong Priock S. W. two miles off shore. The greater part of the army was landed before dark, without the smallest opposition, and in the course of the next day, every thing the army required was on shore.

On the 6th, the *Leda* and the small cruizers proceeded off the entrance of the river Antziol, and we anchored off Panjong Priock, where the advance of the army took post in the course of the day.

On the 7th. the advance in the night crossed the river Antziol; on a bridge of fiat boats, prepared by the navy, under the direction of Captain Sayer, of H.M.S. *Leda*, and the commanders Maunsell and Reynolds.

In the morning of the 8th, a flag of truce was sent into Batavia, and a deputation came out from the city, requesting to surrender at discretion, and put themselves under our protection. The General and myself agreed to respect the private property of those inhabitants who remained in the city; and the advance, under the command of Colonel Gillespie, took immediate possession; the men of war and transports in consequence removed from their former anchorage towards Batavia.

I beg to acquaint you, the Captains Sayer of H.M.S. *Leda*; Festing, of the *Illustrious*; and Owen of the *Barracouta*, had the direction of disembarking the troops, and have since continued attached to the army. The disposition for landing in boats was under the direction of Captain Cole, of the *Caroline*, assisted by the Honourable Captain Elliot, of the *Modeste*, and Pelly of the *Bucephalus*. I have great pleasure in acknowledging the zeal and ability displayed by all the above-named officers in the execution of

their orders, and that the most perfect harmony has subsisted between the army and navy on all occasions.

I have the honour to be, &c.

W. R. BROUGHTON, Commodore.

*The Hon. Robert Stopford, Rear-admiral
of the Red, &c. &c. &c.*

SIR,

Scipion, Batavia Roads, September 4, 1811.

You will be pleased to acquaint my Lords Commissioners of the Admiralty, that Commodore Broughton sailed this morning, with the ships named in the margin*, and is directed to rendezvous off Gressi, until joined by the transports from this place, conveying the sepoy's and ordnance stores, for the attack upon the enemy's remaining possessions, upon the island of Java, at Gressi and Sourabaya. The 14th regiment of foot, and part of the 78th regiment, with the artillery and field-pieces, are embarked on board the ships of war. Lieutenant-General Sir Samuel Auchmuty proposes sailing to-morrow, in H.M.S. *Modeste*, to command the troops. I shall sail at the same time in the *Scipion*. I am in great hopes, that by an immediate and vigorous impression being made by the troops on board the king's ships, and the assistance from the seamen and marines, possession can be gained of these places without waiting for the arrival of the transports, which would render our operations very tedious.

There has been no authentic account received of General Jansen's proceedings since he fled from Buitenzorg on the night of the 26th of August, but it is conjectured that he is gone to Sourabaya: he was accompanied in his flight by one French General, and about fifty cavalry: the remainder of his troops, to the amount of two or three hundred Europeans, consisting chiefly of Germans, refusing to accompany him, have delivered themselves up as prisoners to the British army.

I have the honour to be, &c.

(Signed)

ROBERT STOPFORD, Rear-admiral.

John W. Croker, Esq.

SIR,

*H.M.S. *Illustrious*, Batavia Roads, August 10, 1811.*

I have the pleasure to transmit for the information of the Lords Commissioners of the Admiralty, the enclosed copy of a letter from Captain Sayer, of H.M.S. *Leda*, forwarding one from Captain Hoare, of the *Minden*, detailing an account of two contests between two hundred soldiers, royal marines and seamen, landed from the *Minden*, and five hundred of the enemy's chosen troops, near Bantain, on the coast of Java; in both of which the French were entirely defeated, with great loss: great praise appears to be due to the officers and men employed, for the gallantry and zeal displayed by them on this occasion.

I have the honour to be, &c.

(Signed)

W. R. BROUGHTON, Commander.

John W. Croker, Esq.

SIR,

*H.M.S. *Leda*, off Batavia, June 11, 1811.*

I have the honour to transmit a copy of a letter from Captain Hoare, relative to two contests with five hundred of the enemy's chosen troops, which terminated in a decisive rout and dispersion of the whole, with a loss to the French of above fifty killed and one hundred wounded, by two hun-

* *Illustrious, Lion, Minden, and Leda.*

dred soldiers, royal marines, and seamen. Since Captain Hoare's letter to me, this has been ascertained; numbers, beyond the account he gives, being found dead in the jungle. Their defeat was so complete, that they left many of their arms, drums, and military apparatus, even their hats, not thirty of them being able to escape in a body together.

I have the honour to be, &c.

(Signed)

GEORGE SAYER.

W. R. Broughton, Esq. *Commodore and Senior Officer.*

SIR,

Minden, off Point St. Nicholas, June 6, 1811.

I beg leave to acquaint you, that the detachment I some time since landed opposite the Minden, about half a mile to the eastward of point St. Nicholas, for the purpose of keeping open the communication with the Pangorah, and procuring supplies for the squadron, was yesterday morning, a few minutes after daylight, unexpectedly attacked by a considerable body of the enemy, on their right, within pistol shot, which was sustained on both sides, for the space of fifteen minutes, with much obstinacy, when the enemy were repulsed, and retired in confusion.

During the attack, I landed from the Minden, the remainder of the detachments of the 14th and 89th regiments, with the seamen trained to small arms, to support our brave fellows, whom they had scarcely joined, when our little army, consisting in all of two hundred men, were a second time attacked on their left by a fresh body of the enemy coming on in force, and with remarkable steadiness, reserving their fire till within fifteen paces, when a spirited contest commenced, which was in a short time decided in our favour, the enemy finding it impossible to withstand the steady determined fire of British troops.

They were now totally defeated, leaving on the ground forty-four of their men (a large proportion of whom were Europeans) with one captain, two lieutenants and their adjutants; and I have reason to believe, that nearly twice that number were wounded, remaining in the jungles, and carried off on bamboos as seen by the natives.

It is impossible, Sir, after so severe a contest, but to expect some loss, and I have to lament that our's has been considerable, a return of which I have the honour to enclose.

I feel it my duty on this occasion to bear witness to the conduct of the officers and men in both attacks.

In the first, Captain Robert White, of the royal marines, commanded, assisted by Lieutenant M'Lean and Ensign Jennings, of the 14th regiment, with Mr. Uppleby, midshipman of this ship, who had the direction of two field-pieces. I beg to assure you, that I was astonished at the bravery and coolness displayed by those officers and their men.

In the second attack, the command necessarily devolved on Captain Watson, of the 14th regiment, assisted by Lieutenants Dunscombe, of the 89th regiment, Rochford of the 14th, with Ensign L'Estrange, of the latter regiment.

Captain Watson's conduct on this, as on every other occasion since his embarkation in the Minden, demands my warmest acknowledgments.

Captains Watson and White speak in the highest terms possible of the conduct of the officers and men under their command, and I have reason to think they have impressed on the minds of the enemy an opinion of what they may hereafter expect from the conduct of the men employed on this occasion.

The enemy's force consisted of five hundred men, commanded by a Colonel, with several field-pieces, which could not, from the nature of our situation, be brought into action.

Three hundred of the enemy were thirteen days from Batavia, all picked men, with a great proportion of Europeans; the other two hundred I have reason to believe have been for some time in our neighbourhood.

From information I have just received, it appears the enemy have retreated to Cheriegong, a post about fifteen miles to the eastward of this place.

I have the honour to be, &c.

George Sayer, Esq. Senior Officer of
H.M. squadron off Batavia.

E. W. HOARE, Captain.

P. S.—Of the wounded of the enemy, left on the ground and now on board the *Minden*, there are Lieutenant and Adjutant Huberdeaur, of the 2d regiment of infantry, 1 serjeant, 1 corporal, 1 private, 3 malays.

A return of the killed and wounded of a detachment of seamen, royal marines and soldiers landed from H.M.S. *Minden*, 5th June, 1811.

First Attack.

Minden—1 seaman, 1 serjeant of marines, 4 privates of marines, wounded.
14th Foot—2 rank and file wounded.

Total—1 seaman, 1 serjeant of marines, 4 privates of marines, 2 rank and file, wounded.

Second Attack.

Minden—2 privates of marines killed; 1 corporal and 6 privates of marines wounded.

14th Foot—1 corporal and 4 privates wounded.

89th Foot—3 privates wounded.

Total—2 privates of marines killed; 2 corporals and 13 privates wounded.

General Total—25.

(Signed)

E. W. HOARE, Captain.

SIR,

H.M.S. Illustrious, Batavia Roads, August 10, 1811.

Herewith I have the honour to transmit, for the information of the Lords Commissioners of the Admiralty, the copy of a letter transmitted by Captain Hoare, of H.M.S. *Minden*, from Lieutenant Edmond Lyons, of that ship, detailing an account of his having, with only thirty-four seamen in the launch and cutter, stormed the Dutch fort of Marrack, on the coast of Java, mounting fifty-four guns, and garrisoned at the time by one hundred and eighty soldiers, and the crews of two gun-boats. I beg you will be pleased to inform their Lordships, that, although the attack was made contrary to orders, yet I cannot refrain from highly approving the gallantry and zeal displayed on this occasion by Lieutenant Lyons, and the petty officers and men under his command, against the very superior force of the enemy.

I have, &c.

John W. Croker, Esq. &c.

W. R. BROUGHTON, Commodore.

SIR,

H.M.S. Minden, Straits of Sunda, July 31, 1811

In obedience to your directions to state my reasons for attacking for: Marrack, on Tuesday, the 50th instant, with two boats crews of H.M.S. *Minden*, and to describe the mode of attack; I beg to state as follows:

1st. I was fully convinced the enemy had no intimation of the expedition being near Java.

2dly. I was well assured they did not expect them this monsoon; I therefore conceived that an attack on Marrack might draw their forces towards that quarter, and make a favourable diversion; for this reason, I determined to storm it on Monday night at twelve o'clock, which I hope

will meet your approbation. Having made every necessary arrangement during the day, I placed the boats at sun-set behind a point which sheltered them from the view of the enemy's sentinels.

At half-past twelve, the moon sinking in the horizon, we proceeded to the attack, and were challenged by the sentinels; on opening the point, at this instant, a volley of musquetry, from the enemy, precluded all hope of surprising them; I therefore ran the boats aground, in a heavy surf, under the embrasures of the lower tier of guns, and placed the ladders on them, which were mounted with that bravery inherent in British seamen, whilst a few men, placed for the purpose, killed three of the enemy in the act of putting matches to their guns; a few minutes put us in possession of the lower battery, when I formed the men, and stormed the upper one; on reaching the summit of the hill, we perceived the garrison drawn up to receive us; they sustained our fire, but fled from the charge, on my calling to them, that we had four hundred men, and would give no quarter; at one, the other battery, and two gun-boats, opened their fire on us, which we returned with a few guns, whilst the remainder of the men were employed in disabling the guns in our possession, and every other part of the battery which it was practicable to destroy, which we had completed by dawn of day, when I judged it prudent to embark. On reaching the boats, I had the mortification to find the launch bilged, and beat up so high with the surf, as to leave no prospect of getting her afloat, I therefore felt it a duty incumbent on me to embark all the men in the cutter. The sun was now rising, and I humbly flatter myself, the momentary gratification the enemy might have felt, by our leaving the launch, must have vanished, when they beheld a small boat bearing away their colours, a public and undeniable testimony of the few men that attacked them, which amounted to thirty-five, including officers.

Having detailed the particulars of this little enterprise, I beg to point out, in the strongest terms, the conspicuous gallantry of Mr. William Langton, midshipman, who received a slight wound from a bayonet; and Mr. Charles Henry Franks, midshipman, a young man of only fifteen years of age, who volunteered to hoist the British flag, a service he performed most gallantly, under a heavy fire.

I hope the above detail will be considered a sufficient panegyric on the bravery of the seamen employed; and have heartfelt satisfaction in adding, we had only four men slightly wounded. I imagine the loss of the enemy must have been severe, but only know of three killed.

Marrack is situated on a promontory, mounting fifty-four guns, eighteen, twenty-four and thirty-two-pounders, and garrisoned at that time by one hundred and eighty soldiers, and the crews of two gun-boats.

I have the honour to be, &c.

To Captain E. W. Hoare.

EDMUND LYONS, Lieutenant.

DEC. 17.

Copy of a Letter from Commodore Broughton, late Senior Officer of His Majesty's Ships and Vessels in the East Indies, to John Wilson Croker, Esq. dated on board the Illustrious, in Batavia Roads, August 10, 1811.

SIR,

You will be pleased to lay before the Lords Commissioners of the Admiralty, the enclosed copies of letters which I have received from Captains George Harris and Robert Maunsell, of his Majesty's ship *Sir Francis Drake*, and the *Procris* sloop, giving an account of the capture and destruction of several gun-boats belonging to the enemy, which, in my opinion, reflects the greatest credit upon the officers and men employed.

I have the honour to be, &c.

W. R. BROUGHTON.

*His Majesty's Ship Sir Francis Drake,
off Rembang, May 23, 1811.*

SIR,

In latitude 6 deg. 35 min. South, and longitude 111 deg. 32 min. East, Rembang, bearing S. W. thirteen miles, being on my passage, to put in force your order, of the 1st of April, 1811, and having been necessitated to anchor during the night of the 24th instant, from contrary winds, and a strong current setting from the eastward; I had the satisfaction, at day-light, to observe a flotilla of the enemy's gun-vessels, consisting of nine felucca-rigged, and five prow-rigged, at anchor, close in shore, about three miles from the Drake. At dawn of day, they weighed and stood for Rembang, but were so closely chased, that, by seven o'clock, three or four well-directed broadsides brought five of the felucca vessels under our guns to an anchor, which were instantly taken possession of. The others, finding themselves cut off from their port, furled sails, and pulled up in the wind's-eye of us, direct for the shore, out of reach of our guns. Shoaling our water considerably, made me despatch Lieutenants Bradley and Addis, and Roch, of the royal marines, Messrs. Groves, Horton, and Phibbs, midshipmen, with Lieutenant Knowles, Mr. Gillman, and twelve privates of his Majesty's 14th regiment, in four six-oared cutters, and a gig, to board them, the Drake keeping under weigh working up to windward, ready to cover the boats.

It is with peculiar pleasure I have to state, that the undaunted and gallant conduct of this small party of officers and men, made prizes of all the rest by eight o'clock, without the loss of a man, notwithstanding a sharp fire of grape from several pieces of ordnance, with continual musketry, which commenced the moment the boats got within grape shot distance, and did not discontinue until our seamen laid their oars in to board; when the crew of each vessel either jumped overboard, or went on shore in their boats.

I am sorry to state, the loss of the enemy must have been great, as their boats being small, and overloaded with men, arms, and ammunition, many were capized, and most of the men in them (as well as those that jumped overboard) drowned; the scene I understand was truly piteous, as the officers commanding the boats were prevented from affording that relief which humanity would have dictated, from having to launch two of the felucca vessels off the beach, in the face of a brisk fire of small arms, from the men who had escaped and fled into the jungle.

From the quarter-deck of the Sir Francis Drake, being an eye-witness of the conduct of this brave detachment, I beg leave to represent it in terms of the highest praise.

The enclosed is a list of the vessels burnt, their force, &c. &c. I lament the nature of my orders would not allow me to preserve the nine felucca-rigged vessels for the use of the expedition, being all new, only launched fifteen days, and in my opinion, the best-built gun-boats I ever saw: they are eighty feet long over all, seventeen broad, and pull sixty oars each, and are fitted to carry a seven-inch howitzer aft, and a twenty-four-pound carronade forward, but only one was found with her guns on board; and as her sailing is but very little inferior to the Drake's, and causes little or no delay, I have kept her as a despatch tender; whether the guns of the others were hoisted overboard, or whether they were going to be gunned, is a matter of doubt, as the enemy did all they could to burn, sink, and destroy, before they left them. They were from Rembang eight days, had been on a cruise to Joanna, but were then bound to Sourabaya, commanded by a Captain Goring, who, either escaped on shore, or was drowned.

I have the honour to be, &c.

GEORGE HARRIS.

*To Commodore W. R. Broughton, Senior
Officer in the Command of his Majesty's
Ships and Vessels employed in the East
Indies.*

List of Gun Vessels and Armed Prows, taken and burnt by H. M. S. Sir Francis Drake, on the 23d May, 1811.

French felucca No. 8, fitted with carriages, &c. &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang, bound to Sourabaya; captured off Rembang, and burnt; the lieutenant and sixteen men taken prisoners, the rest escaped on shore.

French felucca No. 9, fitted with carriages, &c. &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang, and burnt, some of the crew wounded, some drowned, the rest escaped.

French felucca No. 10, fitted with carriages, &c. &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang, and burnt, the midshipman and twelve men taken prisoners, some drowned, the rest escaped on shore.

French felucca No. 11, fitted with carriages, &c. &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang, and burnt, some of the crew wounded, some drowned, the rest escaped on shore.

French felucca No. 12, fitted with carriages, &c. &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang, and burnt, thirteen men taken prisoners, some wounded, some drowned, the rest escaped on shore.

French felucca No. 13, fitted with carriages, &c. &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang and burnt, some of the crew wounded, some drowned, the rest escaped on shore.

French felucca No. 14, fitted with carriages, &c. &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang, and burnt, twenty-two men taken prisoners.

French felucca No. 15, fitted with carriages, &c. to carry one seven-inch howitzer, and one twenty-four-pound carronade, but not found on board, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang, and burnt, fourteen men taken prisoners, some wounded, some drowned, and the rest escaped on shore.

French felucca No. 16, of one seven-inch howitzer, and one twenty-four-pound carronade, 87 tons, and 24 men, from Rembang bound to Sourabaya; captured off Rembang, and kept as a tender, one man taken prisoner, some wounded, some drowned, and the rest escaped on shore.

French prow No. 1, of two nine-pounders, and one two-pounder swivel, 50 tons, from Rembang bound to Sourabaya; captured off Rembang, the commander and six men taken prisoners, some wounded, some drowned, and the rest escaped on shore. Sent the prisoners on shore in her to Bombay.

French prow No. 2, of two nine-pounders, and one two-pounder swivel, 50 tons, from Rembang bound to Sourabaya; captured off Rembang, and burnt, some of the crew wounded, some drowned, and the rest escaped on shore in their sam pans.

French prow No. 3, of two nine-pounders, and one two-pounder swivel, 50 tons, from Rembang bound to Sourabaya; captured off Rembang, and

burnt, some of the crew wounded, some drowned, the rest escaped on shore in their san pans.

French prow No. 4, of two nine-pounders, and one two-pounder swivel, 50 tons, from Rembang bound to Sourabaya; captured off Rembang, and burnt, some of the crew wounded, some drowned, and the rest escaped on shore in their san pans.

French prow, No. 5, of two nine-pounders, and one two-pounder swivel, 50 tons, from Rembang bound to Sourabaya; captured off Rembang, and burnt, some of the crew wounded, some drowned, and the rest escaped on shore in their san pans.

Two French merchant prows, of 30 tons each, from Rembang bound to Sourabaya, in ballast; captured off Rembang, and burnt, some of the crew wounded, some drowned, and the rest escaped on shore in their san pans.

GEORGE HARRIS, Captain.

SIR,

H. M. Sloop Procris, at Sea, 2d August, 1811.

Enclosed I have the honour to transmit you a copy of a letter I have written to Captain Sayer, of H. M. S. Leda, and have the honour to be, &c.

ROBERT MAUNSELL, Commander.

To Commodore W. R. Broughton, &c.

H. M. Sloop Procris, off the Mouth of Indramay River, July 31, 1811.

SIR,

I have the honour to inform you, that, in obedience to your orders, I proceeded in shore, and at daylight this morning, discovered six gun-boats, with a convoy of forty or fifty prows, close in with the mouth of Indramay River, upon which we immediately weighed, and ran into one quarter less three fathoms water, and were then scarcely within gun-shot of the gun-boats; finding our fire made very little impression on them, and conceiving the destruction of this force to be an object of considerable importance, I proceeded to the attack of them with the boats of his Majesty's sloop under my command, together with two flat boats, an officer, and twenty men, of his Majesty's 14th regiment, and an officer and the same number of men from his Majesty's 89th regiment, and succeeded in boarding and carrying five of them successively, under a heavy fire of grape and musketry, their crews jumping overboard, after having thrown their spears into the boats; the sixth blew up before we got alongside of her. The whole of the convoy on their first seeing us, hauled through the mud up the river, or they must also have fallen into our hands. The gun-boats carry each of them one brass thirty-two pound carronade forward, and one eighteen pounder aft, with (as appears by the papers found on board) upwards of sixty men each, they are excellent vessels, and in my opinion, might be found of considerable service to the expedition.

In performing this service, I am happy to observe, that our loss has been comparatively small, when it is considered that the boats, during the whole time of their advancing, were exposed in the open day, to the fire of twelve guns of the calibre I have mentioned, and a constant fire of musketry, (the gun-boat which blew up, being of equal force with the rest.)

I cannot conclude without performing the pleasing duty of noticing the very steady and determined bravery of every officer and man employed on this service. From Mr. Majoribanks, my first lieutenant, I received that able support I had reason to expect, from his general good conduct whilst under my command, and I cannot too strongly mark the high sense I entertain of the gallantry of Lieutenant H. J. Heyland, of his Majesty's 14th regiment, and Lieutenant Oliver Brush, of his Majesty's 89th regiment;

their keeping up a steady well-directed fire of musketry from the men under their respective commands, must have proved considerably destructive to the enemy. I have also to express the satisfaction I felt in the steady behaviour of Messrs. George Cunningham, William Randall, and Charles Davies, master's mates, supernumeraries on board the ship, for a passage to join the commander-in-chief, and the other petty officers, non-commissioned officers, seamen, and soldiers; in short the conduct of the whole was such as to make me feel confident, that had the force opposed been considerably greater, it would have met the same fate. Enclosed I transmit a list of the wounded on this occasion.

I have the honour to be, &c.

R. MAUNSELL, Commander.

To George Sayer, Esq. Captain of
H. M. S. *Leda*.

List of Wounded.

Mr. William Randall, master's mate, slightly; William Jenkyns, quartermaster, dangerously; James Fevre, boatswain's mate, slightly; William Roberts, captain of the after-guard, badly; John Kelly, seaman, slightly; George Bowls, ditto, slightly; Thomas Hynes, ditto, slightly; William Adney, ditto, slightly; Adam Marlton, boy, slightly.

89th Foot—Richard Hahe, private, badly

14th Foot—William Heath, corporal, slightly.

Promotions and Appointments.

The Lords of the Admiralty have been pleased to appoint Dr. Arnold to be Advocate of the Admiralty.

Captains, &c. appointed.

Thomas Browne to the *Hannibal*; J. Dundas to the *Vengeur*; James Aberdour to the *Muros*; Francis A. Halliday to the *Ferret*; William Haydon to the *Crane*; Henry Whitby to the *Briton*; David Dunn (acting) to the *Bacchante*, until Captain Hoste joins; William Bedford to the *Prince of Wales*; John Eveleigh to the *Jasper* sloop; Hon. Wm. Walpole to the *Sabrina*; Hon. T. B. Capel to the *Hogue*; Frank. G. Willock to the *Spider*; Right Hon. Lord John Colville to the *Queen*; — Garth to the *Cerberus*; — Plampin to the *Royal Sovereign*; — Festing to the *Psyche*; Watkin Evans to the *Sylph*; John Draper to be agent for prisoners of war at Norman Cross; — Parry (of Portsea) to command one of his Majesty's packets; Edward Stopford, who brought the despatches from Batavia, to the rank of post captain.

Lieutenants appointed.

Charles Lennox to the *Courageux*; Alex. McDonald to the *Warrior*; J. T. Jeans, and John Macnevin to the *Spider*; Samuel Dickie, and Hugh McKinnon to the *Vestal*; Edward Medley to the *Chanticleer*; George Anderson to the *Defiance*; J. Boulton to the *Fawn*; Prevost Hughes to the *Tremendous*; J. H. Ross to the *Sophie*; Fred. Lloyd to the *Manilla*; John Raynburn to the *Endymion*; S. Ramsay to the *Tigre*; L. Boulderston to the *Volcano*; J. Beckett to the *Porcupine*; D. Carpenter to command the Algerine cutter; R. Fair to the *Locust* gun-brig; R. Patty to the *Regulus*; Joseph Judas to the *Griffin*; Charles Walker to command the

Attack gun-brig; H. D. Chadds to the *Semiramis*; B. Rowen to the *Tweed*; John Julian to the *Teaser* gun-brig; Charles Turner (2) to the *Diana*; George Anderson to the *Defiance*; Hugh Montgomery to the *Vengeur*; George Tupman, Thomas Edward Cole, James Crosby, George Vallach, and Thomas Boardman, to the *Bulwark*; John L. Loney to the *Spider*; Sir C. W. Chalmers, James Stone (2), Andrew F. Napier, Wm. Walker, Richard Barton, and Wm. Smith (5), to the *Prince of Wales*; Robert Dunn to the *Primrose*; Wm. Richardson (2) to the *Cadmus*; Edward Palmer to the *Warrior*; Stephen Donovan to the *Melpomene*; John Hilton to the *Ganymede*; Dennis O'Brien to the *Bacchante*; James E. Gordon to the *Valiant*; Pr. F. Hughes to the *Tremendous*; John Boulton to the *Fawn*; G. D. Barclay to the *Regulus*; J. Barrell to the *Loire*; John Arguimbac to the *Gorgon*; James Cairnes to the *Grampus*; Joseph Dodd to the *Providence*; John Healey to the *Vestal*; Henry Overard to the *Primrose*; James George Chubb to the *Nymphs*; Richard Douglas to the *Bellona*; John Smith (9) to the *Castilian*; Arthur Stow to the rank of commander, and appointed to the *Guadaloupe*; — Squire to the rank of commander, and appointed to the *Onyx*; R. Gill to the *Mosquito*.

J. Edge to the *Saracen*; — Herbert to the *Mercury*; L. Cooper to the *Princess* receiving ship at Liverpool; W. Hutchins to the *Belliqueux*; R. Love to the *Narcissus*; John Melvin to the *Ganymede*; W. Webb to the *Wasp*; John T. Harris to the *Mercurius*; John Mitchell to the *Ildefonso*; — Watkins to the *Mercury*; T. Berry to the *Minotaur*; Richard Miles to the *Ned Elvin*.

Captain Foy, R.M. has been raised to the rank of major in the army.

The Rev. Doctor Lloyd to be chaplain of the Poictiers.

Mr. Wm. Willmott, boatswain of Sheerness yard, is removed to Chatham yard; James McKillock, master rigger of Sheerness yard, to be boatswain of that yard; and Thomas Sole to be master joiner of the same yard.

Masters appointed.

James McQueen to the *Princess*; Charles Leach to the *Rapid*; George Tilly to the *Scout*; Robert Millions to the *Bellerophon*; Thomas Curtis to the *Quebec*; Henry Walker to the *Ranger*; S. Kidd to the *Plymouth* transport; Peter Taylor to the *Raven*; R. Fletcher to the *Alfred*; R. Fletcher to the *Grampus*; John Hardy to the *Pigmy*; John Harris to the *Zephyr*; Wm. Carr to the *Porcupine*; Wm. Porter to the *Cleopatra*; J. McKenzie to the *Barbadoes*; E. Moore to the *Muros*; John Rose to the *Agincourt*; Charles Lupton to the *Ferrett*; J. E. Hatfield to the *Barbadoes*; W. Bryden to the *Queen*; G. Bytheway to the *Portsmouth* transport; A. Weymouth to the *Gorgon*; Thomas Smith to the *Bulwark*; John Davis to the *Doterel*; E. Denison to the *Vengeur*; Thomas Jones to the *Quebec*; James Alexander to the *Solebay*; — Howard to the *Abooskir*.

A List of Midshipmen who have passed for Lieutenants in December.

Sheerness.—James Chapman, Henry Cautley, R. H. Herbert, Timothy Farrell, Rd. Hains, Henry Smithwick, H. A. D. Thornton, S. Y. May.

Portsmouth.—John Wilson, Charles Jones, A. B. Nicholson, Henry Hawkins, Arthur Brooking, James Clayton, Richard Tickell.

Plymouth.—J. W. Smith, Charles Chinerie, Wm. White, Thomas Binford, John Hicks, Charles Goodrich, J. M. Bates, Masters Norman.

Surgeons appointed.

J. E. Gray to the *Griffon*; William Kay to the *Bulwark*; John Meredith to the *Vengeur*; William Farr to the *Fly*; Hugh Charles to the

Tyrian; R. M. Ford to the Mercury; Peter Cosgrave to the Hebe; James Torrie to the Muros; Thomas King to the Ferret; John Lizars to the Sparrowhawk; John Hallet to the Ganges; J. P. O. Berne to the El Firme; Montgomery Caruth to the Euryalus; James Stuart to the Swan cutter; John Bernard to the Pelorus.

Assistants, &c. appointed.

Thomas King to the Salvador del Mundo; James Napper to the Alpheia; John Corsan to the Growler gun-brig; David Jamison to the Mariner gun-brig; William Higgon to the Royal William; Nich. Roche to the Cumberland; Wm. Blackie to the Percer; James Rae to the Dapper; G. B. Squire to the Grampus; Joseph Scott to the Maidstone; Samuel Cummings to be an hospital mate at Plymouth; Archd. Campbell to be an hospital mate at Forton Prison; Thomas Kerr to be a supernumerary assistant to the Mediterranean; Wm. Corsan, do. to Jamaica; Wm. Aitchison to the Fortuné; Wm. Boyd to the Grampus; J. L. Patterson to the Teazer gun-brig; H. W. Clemenger to the Martial gun-brig; John Home to the Bulwark; Thomas Allison to the Attack; Wm. Watt and Robert Marshall to be hospital mates at Haslar; John Gooch to the Bacchante; John Laud to the Warrior; Joseph Bassan to the Namur; James Patton to the Aggressor; J. G. Lebre to la Hogue; Wm. Sutton to the Salvador del Mundo; Alexander Paterson to be a supernumerary, to the Mediterranean.

BIRTHS.

Lately, Mrs. King, wife of Mr. J. King, master R.N. of a son.

At Portsmouth, of a daughter, the wife of Mr. Cunningham, master of H.M.S. Resistance.

18th Nov. at Douglas, Isle of Man, the lady of Douglas Meller, Esq. captain R.N. of three sons, all of whom died soon after the birth.

28th Nov. at Gosport, the lady of Captain Charles Carter, R.N. of a son and heir.

Dec. 8, at the house of Rear-admiral Sir Joseph Sydney Yorke, at the Admiralty, Lady Yorke, of a daughter.

December 12, at Oakley House, Suffolk, the lady of Captain John Worth, R.N. of a daughter.

December 13, the lady of Capt. W. Paterson, of H. M. S. Puissant, of a son.

MARRIAGES.

Lately, at the Cape of Good Hope, the Rev. Robert Baynes, A.B. author of Naval Sermons, and lately chaplain in the royal navy, to Miss Burgess, daughter of the Rev. Mr. Burgess, of Stillembush.

At Crediton, Nathaniel Haydon, Esq. purser R.N. to Mary, third daughter of the Rev. John Rudall, vicar of that parish.

At Bath, the Rev. John Turner, eldest son of John Turner, Esq. of Hat-terby-house, Gloucestershire, to Mary Jane, only daughter of Captain Edward Seymour Bailey, R.N. of Whiddon Park, Devonshire.

Lieutenant Arnold, of H.M.S. Leopard, to Miss Voller, daughter-in-law of Capt. Dillon, of the Leopard.

At Greenwich, Lieut. John Woolward, R. N. harbour-master at Ramsgate, to Miss Eliza Dewnap, of Woodstock, Oxfordshire.

Oct. 19, at Gibraltar, Mr. W. H. Twynan, purser of the Volontaire frigate, to Miss N. Hambly, daughter of W. Hambly, Esq. merchant there.

Oct. 29, at Stonchouse Chapel, Lieut. W. H. Douglas, R. N. to Miss Eliz. Love Hammick, of Plymouth.

Nov. 9, at Portsmouth, Mr. R. M. Ford, surgeon R.N. to Miss Bonamy, daughter of Mrs. Bonamy, of the Star and Garter Tavern, Portsmouth.

Nov. 21, Lieutenant Smith, of H. M. S. Zenobia, to Miss Moran, daughter of Mrs. Moran, of Portsea.

Nov. 26, at Leverington, in Cambridgeshire, Lieutenant G. A. Schultz, R.N. to Ann, third daughter of Samuel Taylor, Esq. deceased.

Dec. 1, Anthony R. L. Moir, Esq. son of the Rev. John Moir, vicar of Nasing, Essex, and chaplain to Lord Erskine, to the relict of the late Wm. Charlton, Esq. commander of H. M. frigate the Garland.

Dec. 2, at Breadsall, Captain Maling, R.N. brother-in-law of Lord Mulgrave, of Missenden, Bucks, to Harriet, youngest daughter of the late celebrated Dr. Darwin, of the Priory, near Derby.

Dec. 9, at Mary-le-bone church, the Hon. Captain Poulett, R.N. second son of Earl Poulett, to Miss Dallas, eldest daughter of Sir George Dallas, Bart.

Same day, at Mitcham, Captain Ward, R. N. to Sophia Mary, second daughter of E. J. Mallough, Esq.

Same day, at Stoke Church, Mr. Wm. Sidney, R. N. to Miss Elizabeth Cockrell, of Portsea.

Dec. 16, at Plymouth, Mr. R. E. Guy, purser of H. M. S. Loire, formerly of Portsea, to Miss Ann Bacon, daughter of Dr. Bacon, of Cork.

December 18, at Bath, Captain Hancock, of H. M. S. Nymphs, to Elizabeth, third daughter of Benj. Longuet, Esq. of that city.

Same day, at Holy Rood church, Southampton, John Ayscough, Esq. captain R.N. to Anna Maria, eldest daughter of the late Thomas Parr, Esq. captain R.N.

OBITUARY.

Sept. 27, 1810, at the Island of Bourbon, aged 23, Robert Muir, M. D. surgeon of H.M.S. Ceylon, son of Mr. William Muir, jun. Kilmarnock.

Lately, aged 40, Mr. Anthony Shaw, late surgeon of the Alfred Davis's Straights ship: although previously indisposed, he ventured out last season to sea, thinking its air might be of benefit to him; but returned in the last stage of a consumption. He has left a widow and four children.

Mr. Walter Hughes, son of the late Rev. Mr. Hughes, rector of Tenby, This young gentleman was a midshipman on board the Narcissus frigate, at Newfoundland, and perished by the upsetting of the boat in St. Croque's harbour.

At Exeter, Miss Edgcumbe, sister of Captain Edgcumbe, of H. M. S. Psyche.

At Ashe, Kent, Capt. Joseph Westbeach, R.N.

Of the wounds he received on board the Pelican sloop, in an engagement with the Marengo privateer, Mr. A. Shannon, merchant, Kingston, Jamaica, aged 25.

At Portsea, Lieutenant J. W. Lowcay, R.M. late of H. M. S. Porcupine. John Merrett, Esq. father of Mr. Merrett, surgeon, of Portsmouth, formerly steward of the Royal Naval Hospital at Haslar.

Mrs. Elliott, aged 78, mother of Serjeant-major Holder, R.M.

At Portsmouth, in the 84th year of his age, Mr. Jacob Davis, late foreman of the Tremail-house, in his Majesty's dock-yard. He served in that capacity, and as a shipwright, for 64 years.

March 9, Captain James M. Robertson, late commander of the ship Asia, of Bombay.

May 21, on his passage from Madras to the Isle of France, Wm. Lauder, Esq. of the Hon. E. I. C. service.

June 5, on board H. M. frigate Fox, of which he was third lieutenant, on her passage from Bengal to England, the Hon. William Elliott, youngest son of the Right Hon. Lord Minto, Governor-general of India.

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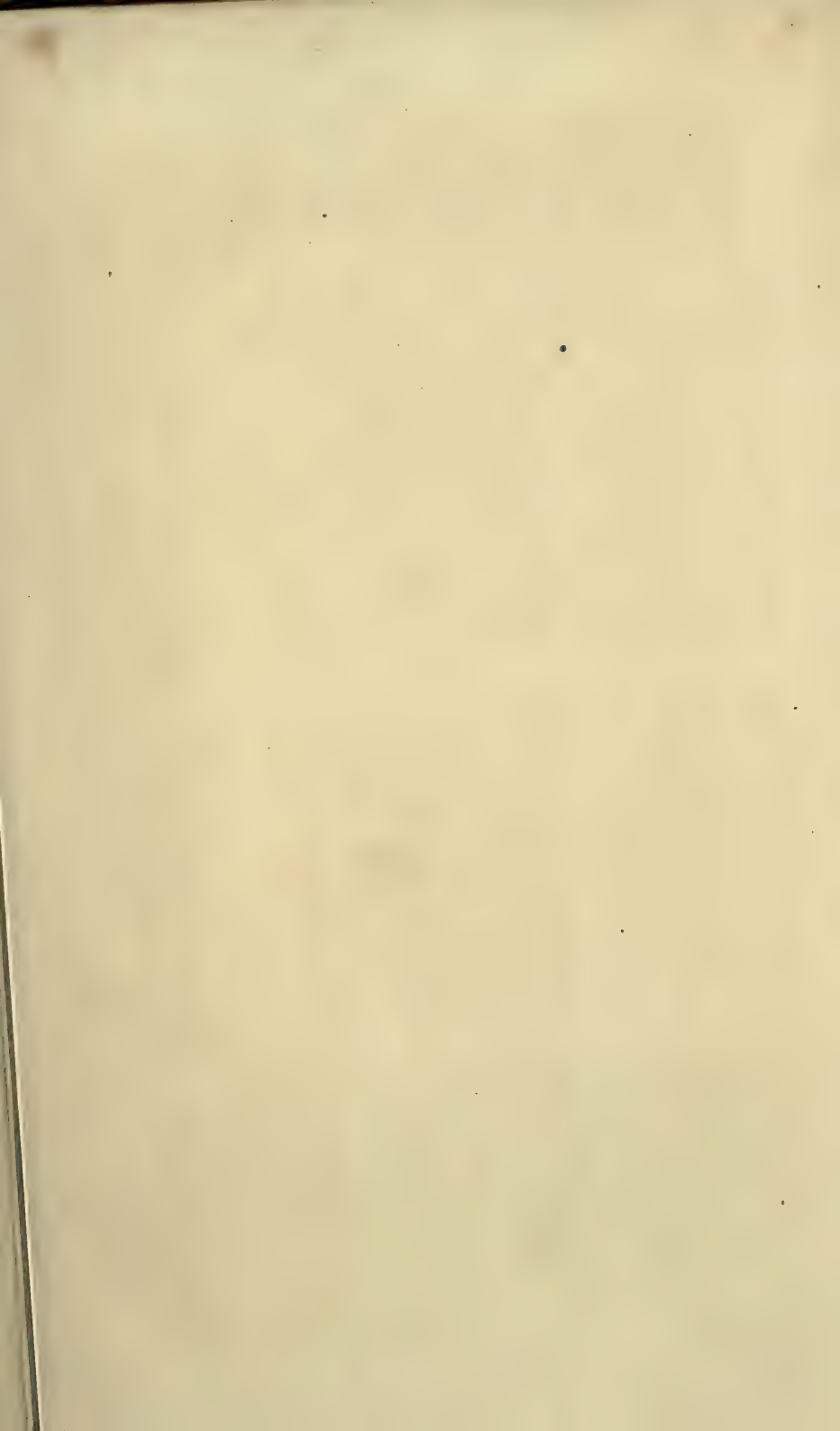
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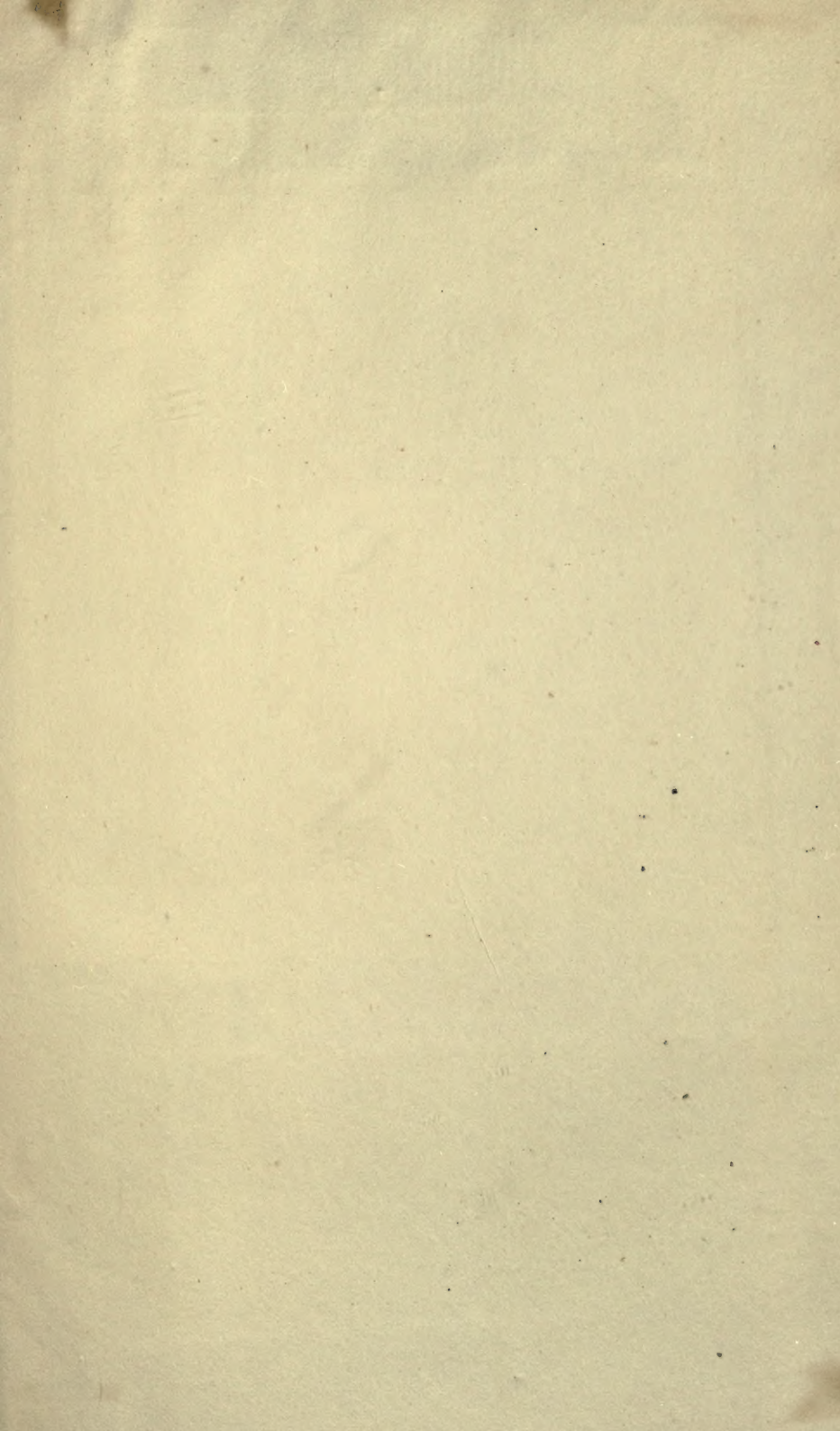
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